

HOME NEWS

Scheme to safeguard used-car buyers may set national pattern

By Peter Waymark
Motoring Correspondent

A pioneering plan that aims to give the motorist better protection in secondhand car purchases was launched yesterday by the Scottish Motor Trade Association. It was drawn up in consultation with the Office of Fair Trading, the official consumer body, and is likely to be followed in other parts of the country.

The plan will ensure that used cars have been prepared and tested to a set standard, and provides customers with adequate means of redress in the event of disputes. Carages that persistently break the conditions will be liable to disciplinary action.

Mr John Methven, director general of Fair Trading, said yesterday: "It is no secret that cars and their servicing have been something of a consumer's

nightmare. More than 18,500 complaints about the motor trade have been recorded by my office in just six months. "But the trade has realized that this cannot continue, and we are now seeing the first fruits of more enlightened thinking on trader-customer relations. Scotland has taken the lead with a very good scheme, which I can thoroughly recommend."

The Motor Agents' Association, which represents the garage trade in England, Wales and Northern Ireland, said it had been talking to the Office of Fair Trading about a comprehensive set of safeguards for consumers which was likely to be introduced by the end of the year.

The scheme being started in Scotland would form part of that, but it would also cover new car warranties and spare parts.

£15m scheme for sports stadium in Glasgow

From Ronald Faux
Glasgow

A plan to develop Hampden Park football ground, Glasgow, into a sports complex and national stadium for Scottish football at a cost of more than £15m was announced yesterday by a working party headed by Mr Laurie Liddell, chairman of the Scottish Sports Council. The cost, it suggested, should be shared by the Government, the Strathclyde region, the city of Glasgow district, and the football authorities.

The new stadium would hold between 80,000 and 85,000 spectators with more cover against the weather, a subsoil heating system to provide the best possible turf, an indoor complex for other sports, including boxing, tennis and basketball, and a separate football-athletics area.

The working party said alcohol should be sold on the ground, but suggested a mesh fence around the football pitch. The party was set up after it became clear that Queen's Park Football Club was running into difficulties in maintaining the stadium.

Its main conclusion was that the long-term solution could be met by a phased reconstruction of the whole 33-acre area.

The Scottish Office said yesterday that Mr Ross, Secretary of State for Scotland, would consider any proposals for the future of Hampden. The Government's contribution would be considered "in the light of the current economic constraints and other pressures on national resources. Strathclyde regional council was examining the document."

Scots "welcome in London": London should welcome Scottish football supporters in two years, Mr Ilyd Harrington, deputy leader of the Greater London Council, said yesterday (the Press Association reports).

Most of the thousands of Scots who attended the England-Scotland match at Wembley Stadium on Saturday had to walk from central London as bus and Underground crews refused to work for fear of violence.

Mr Harrington, who is GLC member for Brent, South, near the stadium, said the Scots supporters had spent over £5m in London over the weekend.

It should not be beyond the wit and natural resilience of London to think of a way to handle "a formidable and single-minded group of people" and to contain and isolate in-tractable mobs.

Oxford hunt after rape of student

From Our Correspondent
Oxford

Oxford police began checking West Indian youths in the city yesterday after a girl student, aged 22, had been raped in her bed-sitting room. It was the second sexual attack in the area in a month.

A police officer said there seemed to be no connection with the series of rapes in the city. The girl was in bed, reading, at about 1.15 am when the intruder walked into the house without disturbing other occupants.

The man was described as aged between 14 and 20, 5ft 8in tall, of solid, stocky build and wearing a jacket and jeans. Search widens: The search for the Cambridge rapist moved yesterday to Newmarket, where a saliva-testing room was set up at the town's police station (the Press Association reports).

Every male there under 5ft 8in and aged between 17 and 30 is being asked to take the test.

There are more than eight hundred stable lads in the town, most of them under 5ft 8in. Two jockeys, Willie Carson and Greiville Starkey, who live there, have said they would be willing to take a test.

A police officer said later that about a dozen men had come forward. "The response has

Charity plan opponents criticized

The Oxford Union must become a charity to survive, Mr Victory van Amerongen, the president, said yesterday. Opponents of the scheme to convert it into a registered charity were "a small but vociferous group" taking a shortsighted, blinkered view.

A poll of the union's 43,000 members is being held on the scheme tomorrow. The charity idea was put forward by the union's standing committee in an attempt to pay off debts.

Mr van Amerongen said in a statement: "The scheme for charitable status has unanimous support from the union society's standing committee, its senior officers and all the trustees."

The union wanted to pay off its debt of £70,000 and to raise enough for structural repairs, estimated to cost £200,000. Eventually it wanted a reserve fund to maintain and improve its property, library, and debating facilities. He continued:

"The only way such money can be raised—target figure £750,000—is by having an appeal. The only way an appeal can succeed is by having a charitable status. There is much to be said for this. It is a matter of common sense. The union has no alternative if it is

Labour MPs clash with Mr Benn on Rolls-Royce

By Michael Hatfield
Political Staff

Mr Benn, Secretary of State for Industry, is coming under attack from a group of Labour backbenchers who maintain that he may lose an important order for Rolls-Royce aero-engines.

The backbenchers, members of the Labour aviation group, are aware of the irony that while the Government wants to take the aviation industry into public ownership the development programme of Rolls-Royce's RB 211 engine may be halted because the Government will not provide £11m.

Rolls-Royce has explained to the Department of Industry that British Airways would prefer the developed RB 211 engine in the four stretched versions of the Boeing jumbo jet it is to buy. It has asked approval for the engines must be given this month.

The backbenchers were greatly dissatisfied with Mr Benn's explanation to them last week. Apparently, he told them they had been taken by a pressure group. The RB 211 had been seen by Rolls-Royce representatives earlier in the month.

Mr Benn told them that government sanction of the £11m might entail commitment of an

additional £23m because of Rolls-Royce's ambition to develop the engine. The backbenchers dispute that view.

Government policy, explained in the Lords by Lord Beswick, Minister of State for Industry, is to support further development when an additional big order is obtained besides that of British Airways.

However, Rolls-Royce representatives, including Mr K. Wilkinson, vice-chairman, told the aviation group that prospective customers were not interested in a mythical order. They had to be sure that the aircraft would be built.

Mr Wilkinson told the group that the prospective world market for the RB 211-75, was worth £1,300m, with spares, giving a profit of £180m to Rolls-Royce and £1,200m in benefits to the balance of payments.

The fear is that if Rolls-Royce does not get approval, British Airways will buy the jumbos incorporating engines supplied by Pratt and Whitney or General Electric.

Aerial search for Lord Lucan proves fruitless

Scotland Yard detectives involved in the search for Lord Lucan, wanted for the murder of his children's nursemaid, yesterday received the first results of aerial photographs taken to try to locate his body in undergrowth in the Newhaven area.

After a close examination of hundreds of photographs taken last week with ultraviolet and infrared ray cameras, the detectives were advised that their search had revealed the bodies of rodents and other animals, but no human remains.

The murder squad, under Det Chief Supt Roy Ranson, have now turned their attention to the Continent and farther afield.

200 mob the Osmonds

The Osmonds pop group were mobbed as they arrived at a garden party yesterday. About 200 enthusiasts surged forward as their car drove up to the Richmond Fellowship, Shepherd's Bush, London.

Police and security men tried to drive the crowd away. Guests at the party included people from showbusiness and the pop world.



Graffiti of the past 20 years being removed by water-blasting from a rock face of the Avon Gorge, near Bristol, yesterday. The work is being done voluntarily by a local firm.

Conciliation move in seamen's pay dispute

By Tim Jones
Labour Staff

The Advisory, Conciliation and Arbitration Service is trying to resolve the long-standing pay dispute between the National Union of Seamen and the employers. The union has rejected a 30 per cent offer and shown no signs of budging on its claim for £40 for a 40-hour week.

The employers say the £11-an-hour demand would add as much as 80 per cent to the industry's wage bill. Their 30 per cent offer would take a seaman's basic rate to £33, compared with the present £25. The employers add that after the consolidation of their fleet, the offer would produce

about £11 a week new money, or 18.5 per cent on a foreign-going rating's average earnings of £59 for about 67 hours a week.

Mr Andrew Kerr, chief conciliation officer of the ACAS, saw employers' leaders yesterday; today he will meet union negotiators. The National Joint Council for the Motor Vehicle Retail and Repair Industry said yesterday that agreement had been reached giving 350,000 garage and allied workers a minimum rate increase of between £3.40 and £8.10 a week in two stages. The first instalment will be paid next week, with more in January.

New technique makes printers fear for jobs

By Our Labour Staff

A strike by skilled printing workers in Peterborough has brought to a head fears by unions that their jobs may be threatened by the introduction from the United States of advanced printing techniques.

The action being taken by 42 members of the National Graphical Association is over the use of optical character recognition machines which can read master copy written by journalists or advertising copy written by clerks and automatically set it in type.

Used to their full potential, as they have been in some places in the United States, the machines can eliminate the need for a skilled printer working at a keyboard on a Linotype machine or electronic phototypesetter and retype the copy before it is set. Sub-editors can have written material displayed for them on television screens and indicate corrections with a light-pencil. The corrections are made automatically by a computer.

Many newspaper managers in Fleet Street and the provinces believe that the machines would mean salvation for the industry by cutting over-

manpower which they say is a heavy burden on strained finances. The Newspaper Society, representing provincial newspapers, has agreed with the NGA to start a pilot scheme soon using the machines in its daily newspapers offices in Norwich, Sunderland, Cardiff and

London. Two commercial printing companies are operating the system in Britain with the agreement of the NGA, but the union is in dispute with the first newspaper to try to use it, at Nottingham.

The dispute in Peterborough, at the works of Sharman and Co., publishers of a group of weekly newspapers, has delayed preparations for a new evening newspaper the company intends to launch in September.

Mr Patrick Sharman, the group's editorial director, said: "We have been talking for months with the NGA and gave a written guarantee of no redundancy and meaningful employment to their members. We want to expand, and instead of being copy typists NGA members would be doing a real job."

Two other printing unions

Big rises likely for state workers

By Raymond Perman
Labour Staff

The Government will soon be in the embarrassing position of having to pay 200,000 of its own industrial workers rises well outside the social contract guidelines while urging other groups to "restrain their demands to combat inflation."

A report, which is almost ready, will recommend rises for industrial civil servants working in ordnance factories, naval dockyards and army engineering establishments which will bring their pay into line with comparable workers in civilian industries.

At a meeting earlier this year Lord Shepherd, Lord Privy Seal, told unions that the Government would implement the report's recommendations, no matter what they were.

Unions have been campaigning for some years for a comparable pay agreement similar to that arrived at for professional civil servants by the Pay Research Unit. They complain that pay rates have been held back by successive voluntary and statutory pay policies.

As a result of last year's settlement, the research unit has been examining pay rates in 70 companies drawn from a list of 150 nominated by the unions and covering the general engineering, shipbuilding and service industries. Their findings will reflect big increases in minimum rates over the past year.

Craftsmen, who make up a quarter of the total labour force in government establishments, now get a minimum rate of £30.41 a week, although some are able to earn supplements

House raid by police after girl is shot dead

By Clive Borrell

Armed detectives raided houses in south London night, after a woman had been shot dead outside home.

Officers investigating the killing of Miss Linda Laffan, 25, have been given the name and description of a man about 40. Neighbours are holding a patrol in the garden of Miss Laffan's house in Zangwill Road, Black after a short had been held.

Witnesses told detectives they heard quarrelling between Miss Laffan and a man to the house, her parents at about 4.45 am.

Miss Laffan, member National Westminster Club and the St Nicholas Club, Chislehurst, was an exceptionally good shot. She won a trophy at the 19th national meeting a more last year.

The police believe it was the man who shot her through her shooting. Later a man was seen a South Coast town.

'Wilson paranoia a threat to press', editor says

By a Staff Reporter

Mr Brian Roberts, editor of the Sunday Telegraph, said last night that the potential threat to the independence and the very existence of the free press in Britain was greater than it had ever been in his 45 years in journalism.

The threat was economic as well as political, he said. There were proposals for a total extension of the closed shop; for denial of access to the press to those who were not members of the right union; for dragging editors into a single union; and for a state takeover.

Referring to the Prime Minister's "snide remarks about the media" Mr Roberts said: "He is almost paranoid on the subject. Whether he realises it or not, he is preparing an atmosphere in which censorship and state control will seem inevitable developments instead of the abominations that they are."

Opening a discussion on the Official Secrets Act at the Media Society, the foundation

of the Institute of Journalism, Mr Roberts said there could be done with seen the 1911 Act.

The first was to let sections alone and hope would never be used light of the judgment Sunday Telegraph as publication of a document.

The second, to which Home Secretary seemed tending in his Granada would be to substitute other security laws. He had to be much more than the proposals of the committee. It must be definition of the interest, as opposed to method of classifying other security laws. He had to be much more than the proposals of the committee. It must be definition of the interest, as opposed to method of classifying other security laws.

Third, and best, Mr suggested, would be to let the section away entire

No publication date yet for Crossman diaries

By a Staff Reporter

The Radcliffe committee, set up by the Prime Minister to investigate ministerial memoirs, expected to send evidence to the Publishers Association shortly. The publishers of the late Richard Crossman's diaries, whose newspaper part-serialisation without the agreement of the Cabinet Office led to the setting up of the committee, are still unable to come to terms with the Cabinet Office.

Mr Graham Greene, managing editor of the prospective co-publishers, Jonathan Cape, said yesterday: "No date has yet been fixed for publication."

The committee of Privy Counsellors is expecting former ministers and other political memoir-writers to give evidence. It is also inviting written evidence generally, by the end of June, to be sent in confidence to: The Secretary, Committee of Privy Counsellors on Ministerial Memoirs, 70 Whitehall, London, SW1.

Family ends nine-month trip from US

From Our Correspondent
Dublin

A German mechanic and his family yesterday completed a 12,000 mile voyage from Winchester bay, Oregon, to Ireland in a 32ft lifeboat. It took nine months.

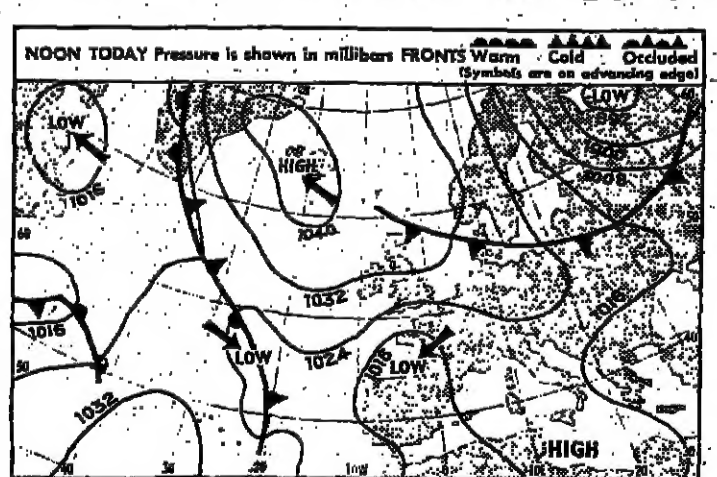
Mr Konrad Kalten, aged 41, his wife, Josephine, aged 33, from Liverpool and their children Konrad, aged 10, and Heidi, aged nine, set out from Eugene, Oregon, and sailed through the Panama Canal, taking six weeks to cross the Atlantic.

The family will sail to Liverpool this week to meet Mrs Kalten's family. They will travel to Germany later.

Ship survivors remember dead

Survivors from the German battleships Bismarck and Tirpitz yesterday joined former sailors of the Royal Navy who served in the ships that hunted them in the last war at a remembrance service at St George's Church, HMS Pembroke, Chatham. Prayers were said for those who died in the Bismarck and the British battleship Hood.

Weather forecast and recordings

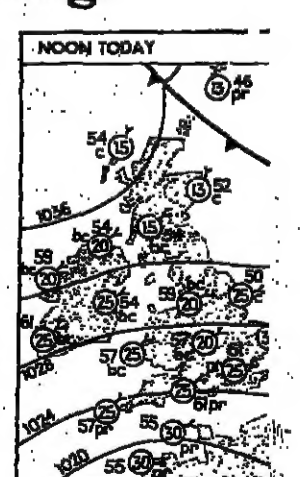


Today
Sun rises: 5.33 am, sets: 8.33 pm
Moon rises: 4.53 am, sets: 11.44 pm
Last quarter: June 2.
Lighting up: 9.33 pm to 4.22 am.
High water: London Bridge, 4.36 am, 7.1m (23.4ft); 4.51 pm, 7.0m (22.9ft).
Low water: Avonmouth, 10.5 am, 12.5m (41.2ft); 10.24 pm, 12.5m (41.3ft).
Dover, 1.36 am, 6.3m (20.8ft); 1.53 pm, 6.4m (21.1ft).
East Angles, 8.50 am, 7.0m (22.9ft); 9.24 pm, 6.7m (22.1ft).
Liverpool, 1.47 am, 9.1m (30.0ft); 2.12 pm, 8.7m (28.4ft).
Pressure is high to NW of the British Isles, but a trough of low pressure extends from Biscay towards S. England.

Forecasts for 6 am to midnight:
London, SE, SW, central S England, Channel Islands: Some sunny intervals, but outbreaks of rain in places; wind NE fresh; max temp 18°C (64°F).
East Angles, Midlands, S Wales: Sunny intervals, chance of rain in places; wind NE fresh; max temp 18°C (64°F).
N. Wales, Lake District, Isle of Man: NW and central N England, N Ireland: sun, sunny spells, probably dry; wind NE moderate; max temp 18°C (64°F).
E. NE, England, Borders, Edinburgh, Dundee, Aberdeen: Cloudy with rain; wind NE moderate; max temp 12°C (54°F), on coasts max temp 10°C (50°F).
SW Scotland, Glasgow, Central Highlands, Argyll, NW Scotland: sun, sunny spells; wind NE moderate; max temp 19°C (66°F).
Outlook for tomorrow and Friday: Many areas will continue dry with sunny intervals and some rain about normal, but the E will be rather cool and cloudy; showers in some E and S districts.
Sea Passage: S North Sea: Wind E to NE, fresh or strong; sea rough.
Strait of Dover, English Channel (E): Wind E strong to gale; sea rough or very rough.
St George's Channel, Irish Sea: Wind NE fresh, locally strong; sea moderate, locally rough.

Yesterday
London: Temp: max, 7 am to 7 pm, 18°C (64°F); min, 7 pm to 7 am, 10°C (50°F).
WEATHER REPORTS: YESTERDAY MIDDAY: c. Cloud; f. fair; r. rain; s. sun.

Place	Temp	Wind	Cloud	Temp	Wind	Cloud
Amsterdam	15	10	10	15	10	10
Antwerp	15	10	10	15	10	10
Birmingham	15	10	10	15	10	10
Bristol	15	10	10	15	10	10
Cardiff	15	10	10	15	10	10
Edinburgh	15	10	10	15	10	10
Glasgow	15	10	10	15	10	10
London	15	10	10	15	10	10
Manchester	15	10	10	15	10	10
Newcastle	15	10	10	15	10	10
Nottingham	15	10	10	15	10	10
Oxford	15	10	10	15	10	10
Sheffield	15	10	10	15	10	10
Southampton	15	10	10	15	10	10
Stirling	15	10	10	15	10	10
Swansea	15	10	10	15	10	10
Torquay	15	10	10	15	10	10
Wolverhampton	15	10	10	15	10	10
Wrexham	15	10	10	15	10	10



At the resorts
24 hours to 6 pm, May 28
Sun Rain Max Min
h/s in °C/F

Place	Sun	Rain	Max	Min
Bournemouth	15	10	15	10
Brighton	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10
Bournemouth	15	10	15	10

Place	Temp	Wind	Cloud	Temp	Wind	Cloud
Amsterdam	15	10	10	15	10	10
Antwerp	15	10	10	15	10	10
Birmingham	15	10	10	15	10	10
Bristol	15	10	10	15	10	10
Cardiff	15	10	10	15	10	10
Edinburgh	15	10	10	15	10	10
Glasgow	15	10	10	15	10	10
London	15	10	10	15	10	10
Manchester	15	10	10	15	10	10
Newcastle	15	10	10	15	10	10
Nottingham	15	10	10	15	10	10
Oxford	15	10	10	15	10	10
Sheffield	15	10	10	15	10	10
Southampton	15	10	10	15	10	10
Stirling	15	10	10	15	10	10
Swansea	15	10	10	15	10	10
Torquay	15	10	10	15	10	10
Wolverhampton	15	10	10	15	10	10
Wrexham	15	10	10	15	10	10

British tour is still on, Evel Knievel says

Evel Knievel, the American stunt man, said last night that his British tour is still on. He has a crushed vertebra, a fractured pelvis, a broken hand and bruising after his motor bicycle fell on him after he had soared over 13 buses at Wembley stadium on Monday.

His publicity agent said Mr Knievel would be on his back for three weeks and in hospital for two months, but Mr Knievel said last night: "I am going to continue the tour. I'm shaken up right now but when I give my word I keep it."

He had changed his mind about retiring, he said. After the crash he told the crowd: "I will never jump again and that's true."

Berlin lecture by BBC chief

Sir Michael Swann, chairman of the BBC, is to give this year's Queen's lecture in Berlin tomorrow, the Foreign Office announced yesterday. His subject will be "Freedom and restraint in broadcasting: the British experience."

Roman Catholic murdered by Irish gunman

From Christopher Walker
Belfast

Patrick Reilly, aged 30, a Roman Catholic lorry driver, was murdered yesterday while loading soil on an isolated road improvement site near the co Tyrone border. A burst of machine-gun bullets were fired through his cab window in what appeared to be a carefully planned ambush. The assailant escaped in a waiting car.

Relatives and neighbours of a boy given a 48 hour "stay of execution" by the Provisional IRA were trying last night to raise money to buy him an air ticket to England.

The boy, John Mullaly, aged 16, was kidnapped by hooded Provisionals near his home in Armagh on Sunday. He was later released, after being told that he would be sought out and shot if he did not flee the country by tonight.

Both the boy's parents are unemployed. The Provisionals maintain that the boy signed a statement admitting that he was a police informer.

Both the youth and the local

HOME NEWS

Unions disagree over proposal to bar 'undesirable' teachers

Teachers' unions clashed yesterday over a move to set up a special teaching council to expel "undesirable" teachers.

The annual conference of the National Association of Head Teachers (NAHT) at Harrogate, which backed the proposal and received support from the Association of School Teachers (AST), said the two would see Mr Prentice, Secretary of State for Education, Science and Arts, at a meeting of a council. But the National Union of Teachers (NUT) criticized the move.

Mrs Doris Merton, 500 representing 18,000 teachers, said a council was a "small, undesirable teachers' club" and that it would be "a small, undesirable teachers' club" and that it would be "a small, undesirable teachers' club".

Mr John Cule, headmaster of Langley secondary school, Slough, described how a head teacher in his own authority carried a teenage girl back to her gypsy caravan after she had twisted her ankle. Her father knocked him down and beat him senseless. The police could take no action because there were no visible signs of injury. The local authority refused to take a civil action.

He said that during afternoon break, after the public houses had closed, three youths in their late teens climbed the fence of the school playground, attacked two small boys, elbowed a girl in the stomach so that she had to be taken to hospital, and struck a teacher to the ground, causing serious injuries.

Mr Robert Gibbs of Slough Teachers' Centre, said a youth smashed a chair into a teacher's face, knocking him unconscious. He had to have several stitches for a wound on his forehead.

Among cases he cited were an attack on a teacher who "went to the aid of a woman colleague" of attacks by parents on head teachers who reproved their children, a savage assault on a head by a parent on open day, and of a headmaster who was attacked by two men at his school fête.

The association's annual report lists 24 cases of assault on head teachers and teachers last year. "Such incidents are on the increase," Mr Gibbs said.

The conference voted overwhelmingly for local education authorities to support head teachers who wish to use corporal punishment or suspension to exact discipline.

The conference also voted to raise the maximum penalties for parents who do not ensure that their children attend school. Mr Russ Sharrock, of Sheffield, said the present maximum fine of £20 for a third or subsequent offence was "insulting to the parent".

The conference unanimously passed a motion that staffing ratios should be maintained as a first priority in the event of education economies.



A bearded Prince of Wales, back from Canada. He will be installed as Great Master of the Order of the Bath by the Queen today.

EEC REFERENDUM

Mr Heffer attacks commission chiefs' role

Mr Eric Heffer, Labour MP for Liverpool, Walton, yesterday questioned the propriety of Sir Christopher Soames, EEC Commissioner for External Relations, and Mr George Thomson, Commissioner for Regional Policy, in campaigning to keep Britain in the Community. Mr Heffer, speaking in his constituency, said: "Both are civil servants of the Community, yet both are participating in the referendum campaign as if they were not paid officials of the EEC."

It is as if the city solicitor of Liverpool or some other great city had decided to come out and actively and publicly campaign for one of the political parties fighting in a municipal election to control that city. Or it could also be likened to the permanent secretary of one of our government ministries publicly campaigning against the views and attitudes of his minister or even in support of the Government's views.

This is unheard of in this country, as we have always maintained the neutrality of civil servants.

Scottish fears: Fears about the effectiveness of the Scottish Development Agency if Britain stays in the EEC were expressed in Edinburgh by Mr Douglas Crawford, Scottish Nationalist MP for Perth and East Perthshire, the party's spokesman on industrial affairs (our Edinburgh Correspondent writes). The Community, he said, placed a 30 per cent limit on the proportion of the costs of new industrial ventures that can be met out of government funds.

Mr Jenkins sees cold world outside Nine

By Roger Barthoud

With some bitterness, Mr Jenkins, Home Secretary, confessed yesterday that he found it "increasingly difficult to take Mr Benn seriously as an economics minister". Mr Jenkins had been asked at a Britain in Europe press conference in London what he thought of Mr Benn's latest statement that "a weakened Britain within the EEC would soon be driven to throw teachers, office workers, local government officials and other public servants out of work".

Mr Jenkins said he thought that Mr Benn's practice of thinking of a number and then doubling it was a "judicious approach to a serious question". He was worried lest, as a result, people would not take the jobs issue as seriously as they should. Of course there was a difficult situation in all developed countries, caused by the quadrupling of oil prices in the autumn of 1973, and exacerbated in Britain's case by inflation.

The future in difficult circumstances, and the build-up of jobs, depended crucially on staying in. There could be no worse body blow to employment prospects than a "No" vote on June 5.

Pouring scorn on the latest anti-EEC slogan, "Out of Europe and into the world", Mr Jenkins said the reality was that out of Europe we would go not into the world but into "an old people's home for fading nations". He continued:

Exchange of blows mars Heath rally

From John Chartres

Mr Heath made another vigorous attack on what he called "the mad mathematics" of Mr Wedgwood Benn, Secretary of State for Industry at a pro-EEC rally in Lancaster yesterday.

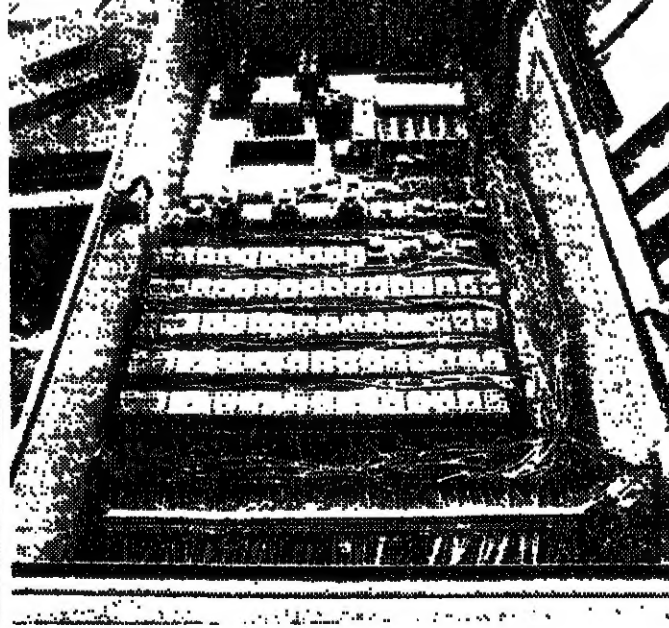
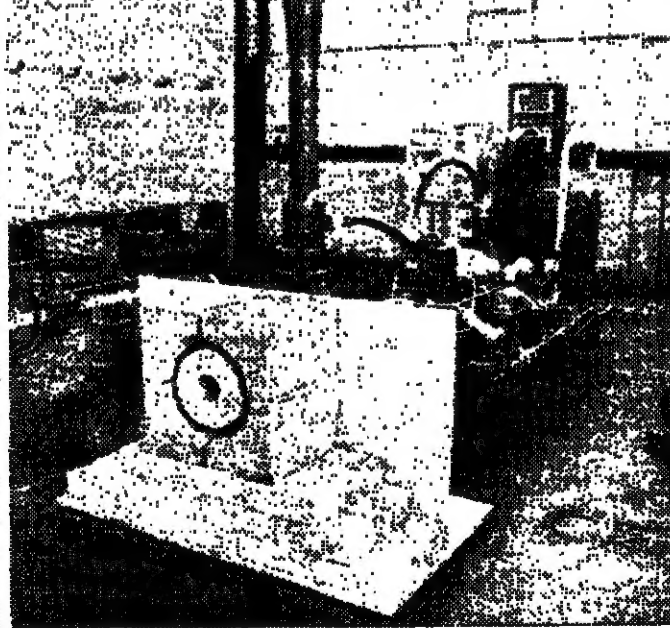
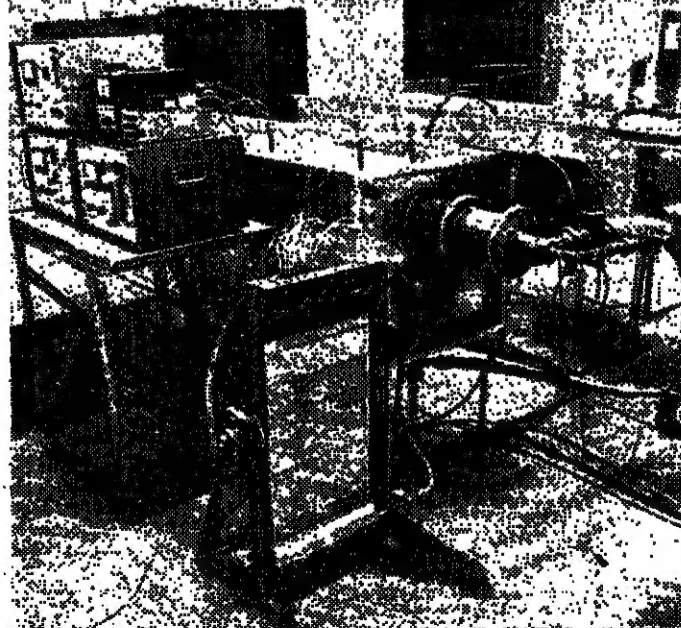
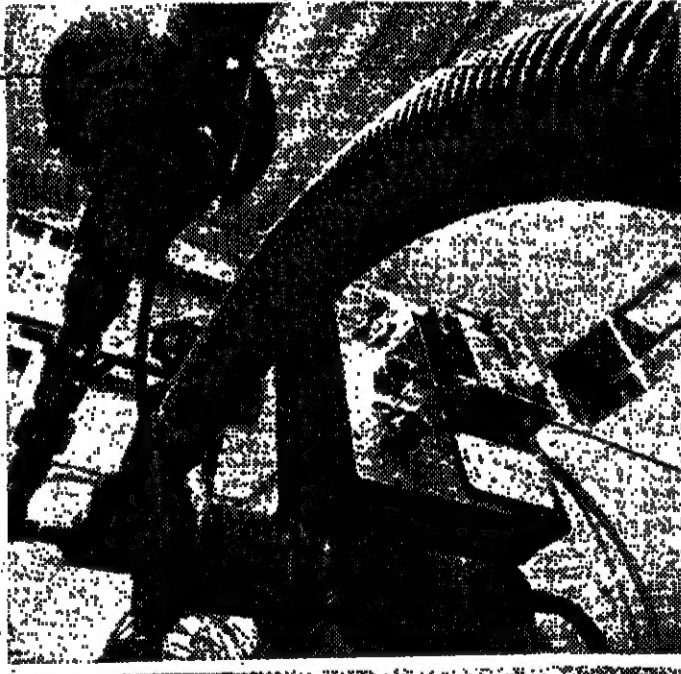
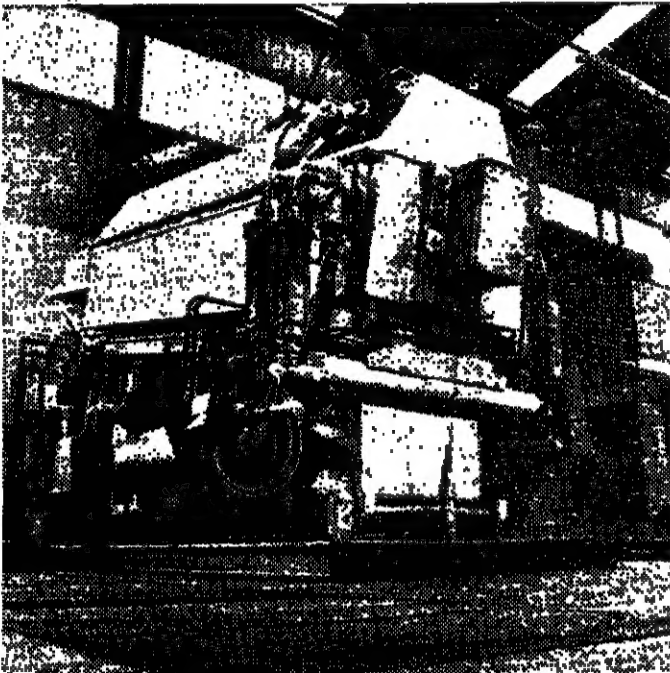
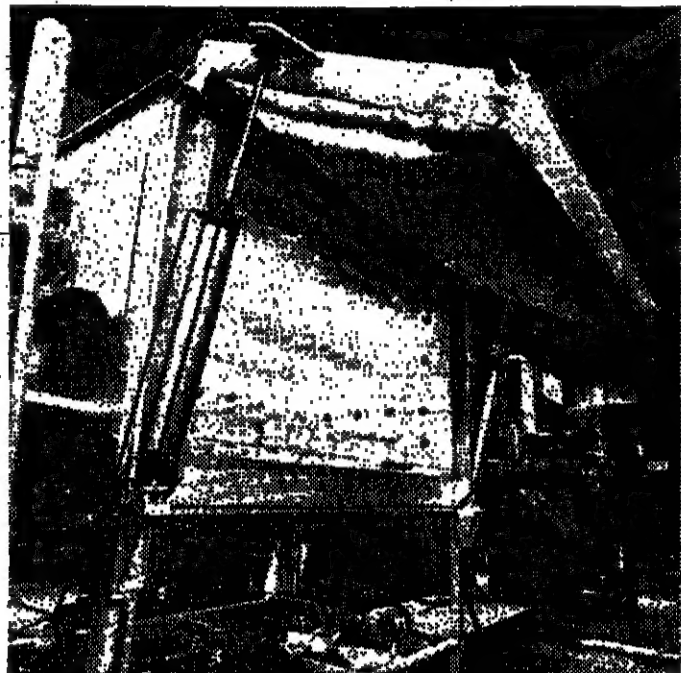
The rally, of more than six hundred people, organized by the local Tory Party, gave Mr Heath a standing ovation before and after his speech. But his appearance was marred by an exchange of face-slapping at the foot of the platform.

Mr Harry Bucklitch, aged 60, chairman of the Blackpool Get Britain Out committee, was invited forward to put a question. He then called Mr Heath a traitor and asked why he had not suffered the same fate as William Joyce (Lord Haw-Haw).

A woman smacked Mr Bucklitch in the face and was slapped back before they were separated. (The Press Association reports that the woman was identified as Mrs Simone Heywood, a member of the executive committee of the Lancaster Conservative Association).

Mr Bucklitch said afterwards: "I have never hit a lady before but I did not think she could be one, so I struck back".

Later Mr Heath spoke to a sometimes noisy but generally good-humoured audience of three hundred at Lancaster University.



Lawrence to be alized

Osman

start in the autumn of the part of the town of East Ham, known as the D. H. is born 90 years ago he described try of my heart".

Initial love for its mining come he was a pupil teacher, he described a gridiron terraces cottages built by companies, as sordid

a start will be housing in these some years ago. The red brick, slate built 120 years. They will be improving will be two-thirds to the old, texture of brick. There will be accommodation and two-person or family homes. by Broxtowe District Council is estimated to be 100. When it is council is considering The Build-up area.

In brief

Rebel councillors will not appeal

The 11 original rebel councillors at Clay Cross, Derbyshire, have decided not to appeal against the surcharge of nearly £50,000 imposed on them by the district auditor for "unjustified expenditure" while they ran the former urban council.

Any appeal will be lodged only on behalf of the 10 people who took their places on the council for the last three weeks of its existence, after the rebels had been barred from office.

Stables peace move

An attempt to settle the four-week-old strike of stable lads at Newmarket will be made today when Lord Leverhulme, the senior steward of the Jockey Club, meets representatives of the Transport and General Workers' Union, and the Newmarket Trainers' Federation.

Liberals' choice

Mr Stuart Haywood, a university lecturer, of Beverley, Humberside, has been selected as prospective Liberal parliamentary candidate for Howden, Yorkshire. The seat is held for the Conservatives by Sir Paul Bryan.

Man dies in boat crash

Mr Peter Albert Baines, aged 34, was killed, and his wife Carol seriously injured, yesterday when their power-boat crashed into the jetty of an oil refinery at Milford Haven, South Wales.

Topolski decree

The wife of Mr Feliks Topolski, the Polish-born artist, was granted a decree nisi in the London Divorce Court yesterday. The divorce was uncontested and based on separation.

Town's name changed

The town of Caernarvon, North Wales, has changed the spelling of its name, in keeping with Welsh orthography, to Caernarfon.

inquiry

by the Department into the loss of Trident, which is her crew of Pentland Firth will start in June 17.

itis cure in 10 years

the executive committee of the Arthritis and Rheumatism Council.

His accusation was in a booklet published yesterday to mark Arthritis Week.

He thinks a cure for rheumatoid arthritis, the most painful and crippling form, with a million sufferers in Britain, might come within 10 years "if only the necessary urgency could be given to research".

How to make a virtue of necessity

Everyone knows there's an energy crisis. But everyone needs to use fuel. It's one of the necessities of life.

The way to make a virtue of necessity is to make sure that you're using the right fuel for the job. And that you're using it efficiently.

That's where British Gas can help.

British Gas has many research projects in hand which are specifically designed to conserve energy by finding better, more efficient ways to burn gas. These processes will enable industrialists to save fuel - in some instances as much as 40 to 50 per cent.

British Gas has also opened a

School of Fuel Management to help industry, commerce and local authorities to use fuel - and particularly gas - more efficiently and economically.

If you use gas efficiently, and for the right jobs, you'll be pleased to know that you'll be helping Britain and helping yourself.

NATURAL GAS-TOO GOOD TO WASTE



BRITISH GAS
Our Vital Industry

WEST EUROPE AND OVERSEAS

Portuguese Socialists rebuked by the military

Denmark and Norway will do the same.

The three countries are still waiting for Belgium to make its choice. Should Belgium choose an aircraft other than the American F16 then the letters of intent will be null and void.

The question then arises whether the three countries will include the larger bomb takeoff distance, the range turn-round, the two-seater trainer but as fully operational bat aircraft, less air and flight safety.

The three countries are still waiting for the Air Force to prefer the French Mirage, the Swedish Saab Viggen.

clude the larger bomb
takeoff distance, the
range turn-round, the
the two-seater trainer
be as fully operation
bat aircraft, less air
and flight safety.

On these grounds
Air Force preferred
the French Mirage
Swedish Saab Viggen.

ERSEAS

Western students tire Peking's tales out soldier heroes

David Bonavia
May 27

admission of Western students to Chinese universities has been a notable contribution to mutual understanding, but it has also suffered from some equally notable failures in the two years since it was reopened.

Of Western students, this year 11 from have had the experience of a visit to China, the curricula are largely in Chinese, and the numerous "misunderstandings" and "misinterpretations" of the Chinese authorities are richer for the experience. Some of the British students, however, are criticised by the British Council to sponsor a further year.

It is the Chinese language which is the main thrust of the teaching, and at a level, seems proficient. The students' comments on the Chinese content of the books, if they object to being a political reading as it is a useful initiative, Chinese ways of thinking, they feel they could their minds better moral tales about heroes.

At the end of the day when study Chairman Mao's contradictions, I really use my brain, I remember that I have in political science, had nearly forgotten, a student said.

Students who have through the Foreign Language Institute to university and other cities

Stonehouse case put in paintings of daughter

Sydney, May 27.—Miss Jane Stonehouse, the daughter of the runaway British MP, today opened an exhibition of 14 paintings, including several portraits of her father, in a gallery in Sydney.

"There is usually a lot of humour in my work," she told reporters. "But some of these are different, maybe a little bitter. They say what I want them to say."

The paintings, on sale for £50 to £70 each, are in bright poster paint with sharp colour contrasts. They include:

- "Miami", showing a solitary figure walking along a beach with blood dripping on his back. [Miss Stonehouse's father, Mr John Stonehouse, disappeared in Miami last November. She says the blood signifies the mental breakdown he suffered.]
- "Bye-bye", showing an aircraft with three windows. Mrs Barbara Stonehouse, Jane's mother, sits in the centre of the plane, looking out the front window. A journalist writes in his notebook with a bloody dagger. A policeman in the rear, with a "Big Creep" written on his forehead, watches Mrs Stonehouse through binoculars.
- "The Oh so terribly massive enormous look my feet editor-in-chief", showing a fat, faceless newspaper editor in his office near two locked racks of daggers and a bottle labelled "The Most Expensive Whisky".
- "On something we all know very well" shows a policeman with a distorted head, holding money bags behind his back. Miss Stonehouse said the picture suggests that policemen have received money from reporters for giving details of the Stonehouse affair.
- "All I am doing is putting paint on paper", she said. "If people like it, they can buy it. I don't intend to sell it."

Our Melbourne Correspondent writes: A barrister appearing for Mr Stonehouse today



Personal protest: Miss Jane Stonehouse, daughter of the runaway MP, at the opening of an exhibition of her works in a Sydney art gallery.

Moscow denies Cairo report of accord on bases in Libya

From Edmund Stevens
Moscow, May 27

Cairo allegations that Libya has agreed to the establishment of Soviet military bases on its soil are indignantly denied by Pravda.

Under the headline "A gross fabrication", it expressed "amazement" that the newspaper Al-Ahram, published in an Arab country friendly to the Soviet Union, reported that during the recent visit to Libya by Mr Kossygin, the Soviet Prime Minister, an agreement was signed giving the Soviet Union air and naval bases for which Libya would receive arms.

Pravda said it could not avoid the conclusion that "the newspaper, and those who promoted it to such hostile intentions, are pursuing definite aims. They are rendering an invaluable service to the imperialist forces who are worried by the prospects of continued strengthening of Soviet-Arab friendship."

Pravda did not deny that Mr Kossygin had signed a deal for the sale of \$800m (about £350m) of equipment to Libya.

Independence Arab sources in Moscow view the Al-Ahram allegations as the Soviet denial in the context of long-standing Soviet-Egyptian squabbles, which are papered over from time to time only to erupt again.

The sources contend that Mr Kossygin's Libya visit was the Soviet riposte to President Sadat's renewed criticism of the Russians for not fulfilling Egypt's request for up-to-date weapons, including various types of missiles and fighter aircraft.

Also, there are President Sadat's complaints over the refusal to extend repayment of Egypt's debt to the Soviet Union, and his assertions that the Russians wished to keep Egypt under a kind of guardianship.

When the Egyptians asked for the latest MiG 25 fighter, the Russians said they would only supply them with instructors—a condition which the Egyptians, on the basis of past experience, rejected.

On top of all this, President Sadat announced a demand for the sale of \$800m (about £350m) of equipment to Libya.

gon thief is executed firing squad

May 27.—A firing squad executed a convicted thief and spreader of false news at the weekend. The man, 22, was reported to have been caught in the act of robbing a Chinese shop in Cholon. Hundreds of including women and children were watching his execution. The man was executed by a firing squad. The man was executed by a firing squad.

Lord Thomson's belief in the power of China

Hongkong, May 27.—Lord Thomson of Fleet said in Hongkong today that he believed the people of China were building the most powerful nation in the world. Just back from a 10-day visit to China, the international newspaper owner said that while he personally did not like communism, he felt that the people "at this stage of their development" they've got the right ideas.

The people's existence was rather spartan but they were adequately fed and clothed, he said. Thomson said at a luncheon address to the Foreign Correspondents' Club here.

When asked whether the recent victory of pro-communist forces in South-East Asia might be a good development, he replied that this might be so; and he said that communism "might almost be an improvement in countries where chaos reigned before."

Commenting on the newspaper industry in the West, Lord Thomson reiterated his assessment that there were too many national newspapers in Britain from an economic viewpoint. He thought the right number of national papers would be about four.

Lord Thomson, who is 81 next week, said that his papers are being modernised in the United States and Canada, but in Britain much depended on how the unions accepted modernization plans.

He declared that he proposed to carry on with The Times under the leadership of his son, Lord Thomson, but he added that he had once been praised by Mr Chou En-lai, the Chinese Prime Minister, for keeping the paper going.

American aid officials to leave Laos

Vientiane, May 27.—Laos and the United States agreed today on the departure from the country by June 30, of all American and other foreign employees of the Agency for International Development, and on the return of the agency compound here to an interim agreement in Sinal.

The eight-point agreement was to be signed tonight. Mr Christian Chapman, the American Chargé d'Affaires, said he hoped that the Americans could reenter the compound tonight or tomorrow morning and that the three Americans inside the compound would be released.

Other points included handing over the aid mission's national equipment, including cars and funds to the Laotian Government, according to an unofficial text read out by students. No further details were available.—AP.

Israel's confidence is rising

From Eric Marsden
Jerusalem, May 27

The apparent easing of tension in the Middle East has raised expectations in Europe and the United States that further progress towards peace can be made through President Ford's meetings with President Sadat of Egypt in Salburg, on June 2 and with Mr Yitzhak Rabin, Israel's prime minister, in Washington 10 days later.

These could easily end in the same disillusionment as the high hopes before Dr Henry Kissinger's fruitless mission in March.

Since then Israel has been subjected to two months of snubs and "deep-freeze" tactics by Washington with the aim of inducing its Government to offer more to Egypt for an interim agreement in Sinal.

Instead, the opposite has happened. Israel's line is now harder than when the secretary of state's talks failed and it is clear that an interim agreement will depend chiefly on how badly President Sadat needs one to offer his internal troubles.

If talks resume, President Sadat will be asked to concede two points, which he rejected last March: return for Israel's evacuation of the Sinai passes and the Abu Rodeis oilfields. These are a commitment to non-belligerency (or non-use of force) for at least three years

and possibly five, and an easing of the trade boycott against Israel.

The biggest obstacle may be Israel's insistence that the pledge on non-use of force must rule out Egyptian participation in a war initiated by Syria. President Sadat was adamant in refusing to give this assurance during his Kissinger talks.

Nevertheless, President Ford is reported to be confident that he can get Egyptian agreement on these points. This would clear the way for the convening of the Middle East conference in Geneva which, in the Israeli view, would not have any power to alter the Israel-Egyptian accord but would set up committees to deal with other Middle East issues separately.

Israel's unwillingness to make further concessions until Egypt meets its terms has been bolstered by the letter from 76 United States senators to President Ford, which has been given an exaggerated importance here. Some right-wing politicians are advocating non-cooperation with Mr Ford and Dr Kissinger and the wooing of the Democrats, who they believe are more likely to gain power in the 1976 election.

Mr Rabin presumably knows that this is not feasible, but has been emboldened by the senators' letter to the White House displeasure and

THE ANTI DEAR FOOD CAMPAIGN SAYS IF YOU TRULY BELIEVE IN FREE MARKETS AND A CAPITALIST SOCIETY, READ THIS:

Smedley, Chairman.

THE FUTURE OF CAPITALISM

BY OLIVER SMEDLEY

first requirement in the consideration of capitalism is to define terms. I use the word "capitalism" in its original sense, as it was used by the English and French writers of the 18th and 19th centuries. It is a word of derogatory implication. The French were engaged in the industrial revolution, and the English were the pioneers of the industrial revolution. The word "capitalism" was used by the French to describe the system of the English, and by the English to describe the system of the French.

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BERNARD THORPE & PARTNERS

SANDWICH, KENT

Canterbury 12 miles, Dover 13 miles, London 69 miles.

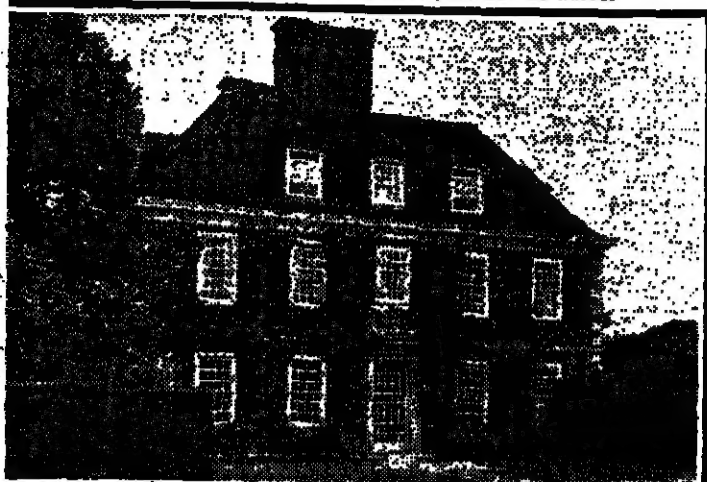


Photo by Country Life

THE SALUTATION

A COUNTRY HOUSE DESIGNED BY SIR EDWIN LUTYENS in 1912. 11, cloakroom, 3 Fine Reception Rooms, Domestic Offices, Cellarage, Principal Bedroom Suite with Bathroom, 4 further bedrooms and second bathroom, Staff/Guest Flat. Oil-fired central heating. 1 contained Garden and Second Floor Flats (Let at £1,250 per annum). Charming Secondary House. Gardener's Cottage. Superb Walled gardens and grounds of unique design. For Sale by Private Treaty.

TC 2097

AD OFFICE, as below, or Five Ways, Tunbridge Wells. Tel. 0892 30175

KENT—30 MILES FROM THE CENTRE OF LONDON



THE FAIRLAWNE ESTATE, SHIPBOURNE

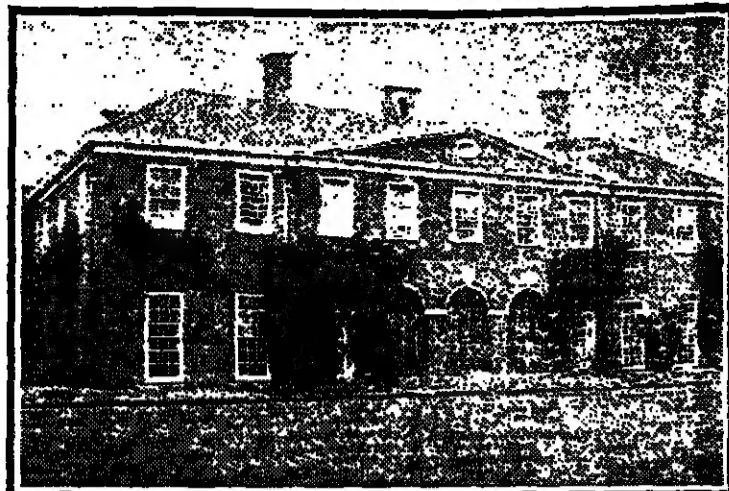
THE SUPERB 17th CENTURY ESTATE RESIDENCE with magnificent grounds, Park, heated Swimming Pool, Tennis Court, Squash Court and four Cottages. THE WORLD FAMOUS TRAINING STABLES—48 boxes, supporting buildings, hostel, 2 dwelling houses. THE HOME FARM—1,070 ACRES with a fine range of modern buildings and original buildings, two Farmhouses and 10 cottages. The Woodlands and Plantations—360 Acres, Sporting over the whole Estate. IN ALL ABOUT 1,550 ACRES

To be sold by Private Treaty as a whole or by Auction in Lots in July. HEAD OFFICE, as below, or Five Ways, Tunbridge Wells. Tel. 0892 30175

Photo by Country Life

CRANBROOK, KENT

Maidstone 14 miles, Ashford 18 miles, London 60 miles.

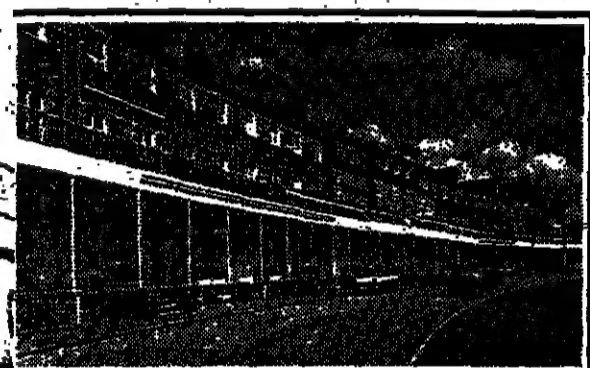


A SUPERB GEORGIAN STYLE COUNTRY HOUSE

In an attractive rural yet accessible position. Built in 1838 with well appointed rooms embodying the classical simplicity of the Georgian era and yet easily maintained in today's age. Entrance hall, reception hall, 4 reception rooms, domestic offices, staff accommodation, 4 main suites each with bedroom and bathroom, 3 further bedrooms and fifth bathroom. Secondary accommodation. Full oil-fired central heating. Garage block and stabling. Gardener's cottage and Entrance lodge. Outstanding gardens and grounds with tennis court. Parkland. ABOUT 17½ ACRES. Possibility of additional land available if required. For sale by private treaty—offers in excess of £80,000.

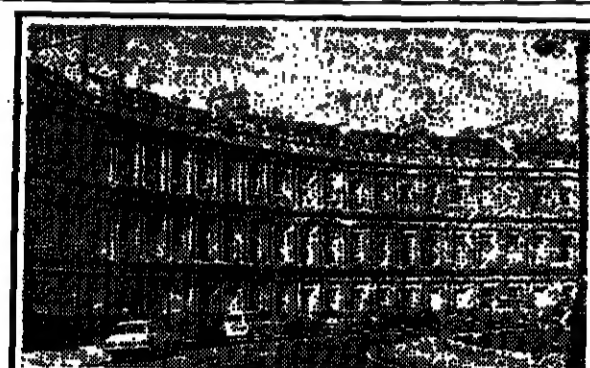
TC1980

HEAD OFFICE, as below, or Five Ways, Tunbridge Wells. Tel. 0892 30175



ROYAL TUNBRIDGE WELLS

10 min walk from shops and station to London (50 minutes). IMPOSING REGENCY HOUSE IN A DECIMUS BURTON SCENT. PRIVATE DRIVE AND GARDENS. 11, cloakroom, dining room, 24 ft drawing room, fully fitted kitchen, laundry room, workshop, 3 bedrooms, dressing room, 2 bathrooms (one en suite). Central heating. £750 or near offer. TUNBRIDGE WELLS OFFICE: 49 High Street. Tel. 0892 26472



THE CIRCUS, BATH

Overlooking Royal Victoria Park, close to City centre. A GRACIOUS GEORGIAN RESIDENCE (Circa 1760) double fronted, with richly decorated interior. Entrance hall, 2/4 reception, 3/5 bedrooms, modern kitchen and bathroom. Service Flat. Walled garden. 2 garages. Freehold. Offers invited. Joint Agents: Halletts, 3 Wood Street, Bath. Tel. 25111. BATH OFFICE: 3 York Buildings, George Street. Tel. 62666



BETWEEN BATH AND BRISTOL

In the Beaufort Hunt, Bristol 7 miles, Bath 6 miles. FINE GEORGIAN COUNTRY HOUSE. Standing in secluded and peaceful rural situation. Well proportioned and fitted accommodation. Porch, entrance hall, 3 reception rooms, kitchen/breakfast room, large utility room, 6 bedrooms, dressing room, 3 bathrooms. Main services. Central heating. Garaging for three cars. Outbuildings. Secluded mature grounds of about 1½ acres. 6 acres of pasture land also available. Freehold for Sale by Private Treaty. BATH OFFICE: 3 York Buildings, George Street. Tel. 62666



STOCKBRIDGE, HAMPSHIRE

Overlooking the River Test. Andover 7 miles, Winchester 9 miles. A SPACIOUS FAMILY HOUSE. Hall, cloakroom, 3 reception rooms, kitchen, breakfast room, 5/7 bedrooms, dressing room, 3 bathrooms. (Part can be used as a self-contained flat.) Central heating. Garaging for 4 cars. Pleasant garden with 36 ft heated swimming pool. About 1 acre. Offers invited over £40,000 for quick sale. HEAD OFFICE, or Five Ways, Tunbridge Wells, Kent. Tel. 30175

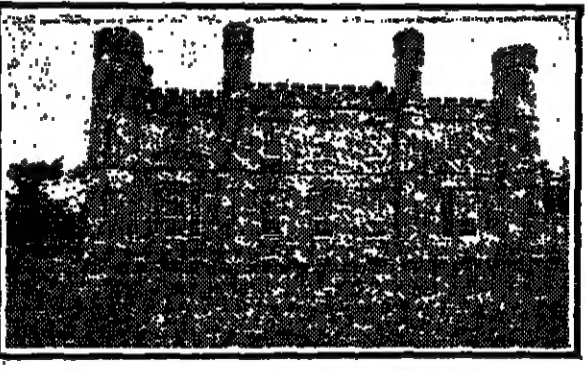


10 miles from London. ELEGANT PERIOD MANOR HOUSE. Built in the 17th Century with south front added in the late Victorian era. Cloakroom, reception hall, 3 reception rooms, 5 bedrooms, dressing room, 3 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175



BUCKINGHAMSHIRE

In a rural position 2 miles Slough, 4 miles Gerrards Cross. AN ATTRACTIVE TUDOR COTTAGE. 2 reception rooms, modern kitchen, 4 bedrooms, 2 bathrooms. Full gas-fired central heating. Garden about ½ acre. For sale by private treaty. Offer in the region of £40,000. Joint Agents: A. C. FROST & Co., Estate House, Park Horse Road, Gerrards Cross. Tel. 86511. BERNARD THORPE & PARTNERS, Head Office, as below.



EAST LOTHIAN

The restoration of this famous Georgian mansion at Newbyth, by North Berwick, must be one of Scotland's most notable contributions to European Architectural Heritage Year. After a disastrous fire a scheme of complete external restoration and internal rehabilitation has been devised to create seven exceptional flats of the greatest individuality and character.

EDINBURGH OFFICE: 34 George Street. Tel. 031-225 4484

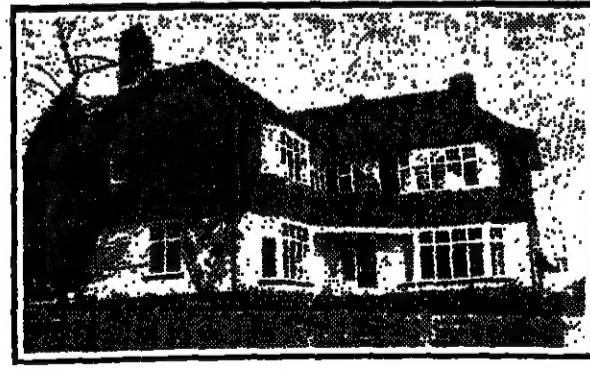


SUSSEX

Adjoining Ashdown Forest and well known golf links. FASCINATING MODERN RESIDENCE COMMANDING GRAND PANORAMIC VIEWS. 3 reception rooms, playroom, 5 bedrooms, 2 bathrooms, shower room, modern kitchen and offices. Complete central heating. Double garage and car parking space. Delightful screened garden. Paddock and copse. In all about 3½ acres. Offers invited for the Freehold. TUNBRIDGE WELLS OFFICE: 49 High Street. Tel. 26472



Invaluable, Gwent. The Wye facing South-West towards the Forest of Dean. BEAUTIFULLY APPOINTED COUNTRY HOUSE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175



OXFORDSHIRE

On high ground with attractive views. A MATURE AND MELLOW RESIDENCE. Entrance hall, cloakroom, drawing room, dining room, study/playroom, large kitchen, 4 double bedrooms, dressing room, 2 bathrooms. Partial gas central heating. Garage. Attractive gardens of about ½ acre. Price £42,000 Freehold. OXFORD OFFICE: Station Road West, Oxford. Tel. Oxford 2375



HURST GREEN, SURREY

Overlooking the village green. A RESIDENCE OF FINE QUALITY. Reception hall, cloakroom, drawing room, dining room, family style kitchen/breakfast room, utility room, billiards room, 4 double bedrooms, dressing room, 2 bathrooms. 2 garages. Full central heating. Attractive gardens extending to ½ acre. Price £44,000 Freehold. OXFORD OFFICE: Station Road West, Oxford. Tel. Oxford 2375



LIMPSFIELD, SURREY

In a convenient locality. A PICTURESQUE TUDOR STYLE RESIDENCE. Entrance hall, cloakroom, large lounge, dining room, study, fully fitted kitchen, utility room, 5 bedrooms, dressing room, 2 bathrooms. Full central heating. Double garage. Attractive and productive gardens. About ½ acre. Price £43,750 Freehold. OXFORD OFFICE: Station Road West, Oxford. Tel. Oxford 2375

17th WARWICKSHIRE

10 miles from London. AN EXTREMELY WELL-BUILT HOUSE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

SOUTH COTSWOLDS

10 miles from London. ATTRACTIVE WILLIAM AND MARY VILLAGE HOUSE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

OXFORDSHIRE

10 miles from London. STURTON FARM STUD, NEAR BURFORD. LOT 1. Stone-built farmhouse (3 reception rooms, kitchen, 4 bedrooms, bathroom, etc.), with adjoining annex. In need of modernisation and suitable for further extension. Good stabling and other buildings. 82½ ACRES. LOT 2. Valuable site and detailed planning consent for single storey dwelling. 4 ACRES. LOT 3. 3 bedroomed cottage suitable for further improvement with adjoining arable land. 1½ ACRES. LOT 4. Productive area of arable land. 35 ACRES. IN ALL ABOUT 104 ACRES on limestone. With entire vacant possession. Auction as a whole or in four lots on 11th June 1975. If not sold. HEAD OFFICE, as below, or 1 Queen's Circus, Cheltenham. Tel. 0242 39202. TC 2151

SUSSEX—CLOSE TO ASHDOWN FOREST

East Grinstead 8 miles, Tunbridge Wells 15 miles, London 38 miles. WYCH CROSS PLACE FARM. An exceptionally well-equipped modern stock farm with very fine ranges of specially designed buildings for the prize-winning herds of Landrace and Jerseys. Suttons Farmhouse and six excellent modern cottages. A delightful Country Cottage with 17½ Acres. Four Country Cottages for renovation, Accommodation Land and Woodland. IN ALL ABOUT 243 ACRES. For Auction as a whole or in 13 Lots on 18th June 1975 (if not sold). NOTE. The owner is not selling the Residence, Wych Cross Place and Gardens, or the main block of woodlands which are quite separate from the farm. HEAD OFFICE, as below, or Five Ways, Tunbridge Wells, Kent. Tel. 0892 30175 TC 2174

OXFORDSHIRE

10 miles from London. A NEW GEORGIAN STYLE HOUSE built to an exacting standard and excellent proportions. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

LIMPSFIELD, SURREY

10 miles from London. A SPACIOUS RESIDENCE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

TUNBRIDGE WELLS

10 miles from London. AN IMPRESSIVE RESIDENCE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

CITY OF BATH

10 miles from London. A SPACIOUS FAMILY RESIDENCE. 11, cloakroom, 3 reception rooms, 5 bedrooms, 2 bathrooms. Self-contained staff accommodation (with bathroom). Full central heating. Coach house and garaging for 2 cars. South front. Stableyard with 15 boxes, range of buildings, 10 country cottages. Productive pasture and arable. In all about 122 Acres. Should for Sale by Auction on 3rd June, 1975, as a whole or 5 lots (unless previously sold by private treaty). AD OFFICE, or Five Ways, Tunbridge Wells. Tel. 30175

Waiting for the nationalist bubble to burst

All parties in Britain are today committed to changing Scotland's position in the United Kingdom. But they disagree among themselves about what choice to make among the four main political alternatives.

The hope of Westminster parties is that an elected Assembly in Scotland will constitute a "firebreak" against the spread of nationalism. The Scottish Nationalists, whose party conference opens in Perth tomorrow, hope that it will fan the flames of a Scottish independence movement.

The simplest alternative is to leave things as they are. Many arguments for doing this are general-purpose. Whitehall objections to any and every reform. In the case of Scotland, one justification for doing nothing is the belief that SNP support will fall like a skyrocket as rapidly as it has risen.

The loss of seats

Electoral pressures at present outweigh the caution of constitutional lawyers. The Conservatives lost eight seats to the SNP at last year's elections. The Labour Government became committed to a popularly elected Scottish Assembly only last September, when it feared the loss of power at Westminster through the loss of seats to the SNP.

Devolution of power under Westminster's overriding authority is the policy favoured by Labour and Conservative parties today. The centrepiece is a popularly elected Scottish Assembly. Electing an Assembly is straightforward, compared to the task of deciding how to differentiate its responsibilities from those of Westminster.

If the proposed Scottish Assembly is to exercise substantial powers through its own Cabinet or political Executive, it threatens the traditional status of the Secretary of State for Scotland in the British Cabinet. An Assembly without strong political leadership will be handicapped in making an impression upon the new Scottish regions, especially Strathclyde, which governs half the Scottish population.

Finance is another source of controversy. The British Treasury wishes to maintain control of taxation and total expenditure, as part of managing the British economy. It hopes that a Scottish Assembly will accept an annual block grant, supplemented by minor taxing power. The Assembly's task would be to decide how to allocate available grant receipts among education, housing and other services.

But to divorce responsibility for expenditure from responsibility for taxation is to invite the Assembly to resolve difficult expenditure policies by concluding that the British Treasury had not given it enough money to spend in Scotland.

Substantial financial powers, along with much else, would be transferred in a federalist solution, the favoured choice

of the Liberal Party. Federal treasuries in Bonn and Washington know that states still turn to the centre for cash grants under federalism. But the centre is in a far stronger position to refuse such requests, or urge economies upon politicians who wish someone else to finance their programmes.

The chief objection to federalism—especially if it were applied to Wales and Northern Ireland as well—is that it would transform government at Westminster. Two Parliaments, an English and a United Kingdom body, would be needed, as well as separate English and federal ministries. Federalism can work in a parliamentary democracy: Australia and Canada are proof of this, but it is doubtful if 515 English MPs would wish to go through such an upheaval today for the sake of their 120 non-English colleagues.

Legislation for independence, the alternative favoured by the Scottish National Party, is easier to write than a federal constitution. The British Parliament has had ample experience in rewriting its statutes in consequence of nations becoming independent. While the House now accepts the end of empire, 620 of 635 MPs are against breaking up Great Britain.

There are MPs in all parties who dismiss institutional change as irrelevant to the "real" problems of Scotland, which they consider economic. They do not think that Scots could or should enjoy independence if this would result in a significant lowering of Scottish standards of living.

The British Government can hardly argue that a politically independent Scotland would depend too much upon trends in the world economy, for this statesmanlike describes the British economy, too.

Who owns the oil?

An economic analysis of Scottish dissent implies that all a British government need do is make the British economy more price-sensitive to the oil market. The oil boom makes British politicians particularly concerned to retain overall powers throughout Great Britain, while it intensifies SNP demands for decisions about Scotland's economy, and much else besides, to be taken by an independent Scotland.

(To be concluded)

Prof Richard Rose

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Why trade unionists can expect a better deal inside Europe

The votes cast by trade unionists on June 5 are likely to be decided by simple philosophical and statistical arguments being hurled about in the referendum campaign. Trade unions are concerned primarily with work. Secure jobs are essential if they are to have a base from which to bargain. Regular work comes from full order books, and the confidence of employers to invest in new plant and machinery. This is more likely to happen in a large varied market of two-hundred-and-fifty million people with no tariff barriers than in a smaller market of fifty-five million people with tariff walls to surmount to reach the remaining two-hundred million.

This is the key practical argument for British trade unionists. It will cut through the barrage of confusing arguments which try to show that withdrawal from the Community involves some magic spell which will enable Britain either to do better with tariff barriers or to pick up the world as yet unspecified lost 35 per cent of her export trade currently being done with the European Community.

Overwhelming support for Britain staying in the Community comes from British businessmen. In several surveys recently taken, no doubt this is a truer assessment of profit expectations, but wealth has to be created before it can be shared, as Britain's escalating rate of inflation is painfully demonstrating.

It is pointless for the anti-Marketters to quote the rising unemployment rate in the European Community. These are part of the world-wide recession created largely by the huge increases in oil prices. Britain, for instance, has had to spend more on oil and less on other goods. Demand therefore for these other goods has fallen, and production has accordingly been cut back, thus increasing unemployment. Moreover, inflation induced by the oil price increases has forced the Government to adopt restrictive monetary policies thus further restricting

demand and pushing up the unemployment figures. Undoubtedly the position would be much worse had Britain not joined the European Community and had the benefit of the wider opportunities which it presents.

Furthermore, EEC trade unionism needs strengthening by the full-hearted participation of British trade unions, to ensure that the extra wealth being created is shared more equitably and the multinational firms exposed to a tighter framework of accountability.

If Britain stays in the Community, it will also make easier the mutual exchange of ideas on industrial relations problems. British trade unionists should certainly pay more attention to the fringe benefits being obtained by Community unions.

With pensions averaging three-quarters of average earnings and family allowances way above the British rate—in France and Belgium, two and three times higher than in Britain—Community trade unions have developed the social shield which protects the old and the young, and gives them a better quality of life. There are also interesting systems concerning indexation of wages and social welfare benefits.

These are having some success and demonstrate the commonsense of spreading the collective bargaining activity as widely as possible. One or two British firms, including Littlewoods of Liverpool, have had the imagination and courage to launch experiments of this kind after careful study of Community projects and detailed consultations with their own trade unions. Such initiatives are commendable, and may prove essential if British trade unionists are to avoid the agonizing choice later this year of a wage freeze, or even tougher Governmental monetary policies, leading to unprecedented unemployment levels and severe strains on Britain's social fabric.

Above all, Britain's trade unionists need to participate fully in the network of Community committees, both institutional and non-institutional, where draft legislation is being scrutinized and opinions on the whole

range of economic and social issues are constantly being sought. The Community's social action programme comprises 40 existing measures to be introduced during the next few years.

Nine of these measures have already been presented to the Council of Ministers and seven have secured approval. They cover redundancy provisions, safety, vocational training, handicapped and migrant workers, equal pay, and women's role in industry. Current work being done includes measures to combat poverty, coordination of employment policies in member states, and the development of worker participation techniques already operating successfully in some of the member countries. This last point is of crucial importance from an industrial relations point of view, as the great problems in European industrial society are concerned with bigness and bigness, leading to acute frustration and boredom on the part of workers who are being dehumanized and often isolated from key decisions which affect their working lives.

All these ideas are the language of trade unionism. Like trade unions themselves, they know no national boundaries. If we add to all this important work the Community's programmes designed to help the poorer regions in the nine member states, and the transport policies and the aid to the Third World, we have a programme which should fire the imagination of all British trade unionists.

In the long run we have to save ourselves, but membership of the European Community will help us and our trade union colleagues in other member states. It is only by pooling our resources, experience and wisdom that we can win through the answers to the traumatic problems afflicting all Community trade unionists.

The author is Director of Industrial Relations in the Social Affairs Directorate of the EEC, and a former General Secretary of the National Union of Dyers, Bleachers and Textile Workers.

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Bryan Magee

The savagery turning to benevolence

I have just been visiting Yugoslavia, one of the most remarkable countries in Europe. Like us they are pushing a 30 per cent inflation rate. Unlike us they have a 10 per cent growth rate. But what makes the country an object of very special interest is that the central dilemma of contemporary communism is confronted there now at its most intractable.

My first contact with Yugoslavia consisted in living for a year just over the Austrian border, or its frontier when that frontier was the Iron Curtain. The period was 1948-49, when Tito, newly expelled from the Cominform, ousted Stalin in the centralization of decision making and the murderousness with which he liquidated dissent.

Refugees from that unmerciful regime poured over my little bit of the frontier, day in day out, risking death to do so, and out of them came the first of my journey. My job, as a national serviceman at the humblest level of military intelligence, was to interrogate some of them, partly to accumulate knowledge of what was going on inside that closed country, partly to weed out the agents from among the bona fide refugees. During that year, whatever adolescent illusions I had about the social realities of communism died with no hope of resurrection.

Since then I have kept a weather-beaten eye on Yugoslavia's development, and on being a kind of enemy I have become, slowly, a kind of friend. The development has been unique. First, in an astonishingly short space of time the country lifted itself out of the trough I have just described to become the only communist society with anything like a rule of law—and in consequence the only one to extend to most of its subjects such elementary freedoms as the right to leave the country if they wished, or within it to live and work in places and jobs of their own choosing.

Today, among the most attractive and free of the communist countries, in almost every way.

The key to this development lies in the destructive character of its ruling class. As in most countries, power at the top of the hierarchy is largely in the hands of men in their fifties and sixties.

In Yugoslavia this is now the partisan generation, the men who in their twenties and thirties liberated the country from Nazi occupation—and did it without significant help from the West. Independent-minded and brave, they are a different breed altogether from the puppets who were put in power by the Russians in the eastern European countries which were liberated by the Red Army.

Well before Stalin's death they began to face up to the fact—only half-acknowledged in Russia to this day—that the Soviet system they had established was incompatible with the successful economic development of the country. At first, with typical inmoderation and arrogance, they switched from one extreme to another, from centralized planning to a peculiar and almost reckless laissez faire, not of ownership but of management. This introduced much-needed flexibility and freedom into the system—but the economic advantages were slight and accompanied by too much corruption.

That was in the 1950s. From there they steered their way to a middle course which they have pursued ever since, a course designed to combine the advantages of pluralism with those of social discipline.

The key concept is "self-management". Not only every firm, but every hospital, newspaper, university and other institution is supposed to manage itself on the basis of a democratic internal structure.

and also to supervise its relations with the rest of the world. There is, in theory, the minimum of coordination at the centre. Market forces left to operate in an arc which is socially owned and managed. In this the communist ruling believes itself to have found key to success at last.

But how can there still ruling class? If self-management works in practice, described on paper, where for the League of Communists to do? Why does simply wither away, or a veterans' organization? visitor, the role of the Yugoslavians for party, it describes its change as like the role of sex in Victorian England; fundamental, mentioned by hosts, and mentioned by guests without obvious embarrassment.

For the fact is that the communists are having to face the new constituent keep their hands off the country's rulers. If they allow control of economic and social institutions out of their hands into a genuine self-management, political power would be at an end. So inculcate the trade unions, they say that most of the candid important elections are people.

But this is not to suggest that the situation is more relaxed than that. At the roots it is allowed to genuinely enough. On the one hand, an English school for comparison persists in its own communist countries, the boys administer their houses and dormitories, rise their own games, themselves generally, but still a long way from the

In 1968 Tito gave instructions that certain Belgrade professors—Marxists, but critical—were to be removed from the teaching of students. It took the political authorities several years and two wars to get rid of them. He was against those of the unit in one way this is a bit the rule of law in Yugoslavia in another it betrays that in the last analysis the rule of law and the rule of men in their fifties and sixties.

The Yugoslavians have never brooked oppression of any kind, and still do. There is no serious vein which the nation called crats. What they are attractive, civilized and lively benevolent authority which is one reason why they have such a deep affinity with the Russians who purchased in England to help them in the war.

I have no doubt that as the communists many of their sincere idealists fighting new social order. Today's insoluble problem is to have new order without losing control of it. Nineteenth-century England saw a gradual and bloc concession of power by a solidly entrenched class to a rising class, the bourgeoisie. It was this society's development, which were representative in theory but in manipulative in practice acquire more and more content. Every chance that in the of my lifetime I shall see something like this happen in Yugoslavia, where during last quarter of a century ruling class has shown to be similarly pragmatic, intended, and realistic in its situation.

The author is Labour MP Waltham Forest, Leyton.

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Whatever happened to the sound of music?

Bernard Levin

What two things have all the names on the appended list (the order is arbitrary, and provides no clue) in common, and what astounding, but inevitable, incompleteness does the list exhibit?

Homer, Plato, Aristotle, Pindarus, Aeschylus, Sophocles, Euripides, Aristophanes, Herodotus, and Callicrates, Catullus, Horace, Virgil, Ovid, Petrarch, Dante, Boccaccio, Thomas à Kempis, Lucretius, Camotus, Theophrastus, the authors of the Old and New Testaments (assuming as I do, that they were not written by God), Chaucer, Brantôme, Herodotus, Thucydides, Sappho, St Augustine, Euclid, the designers of Stonehenge, Erasmus, Rabelais, Montaigne, Fructidor, the author of the *Vikings*, the *Journal*, *Piers Plowman* and the *Edo*, Villon, Ronsard, the architects of the cathedrals of Chartres, Notre Dame de Paris, Durham, Canterbury, Lincoln, Beaufort, Cologne and about 40 more such buildings, Chaucer, Donatello, Michelangelo, Leonardo da Vinci, the sculptor of the *David*, the *St. George*, *Veronese*, *Breughel*, *El Greco*, Cervantes and Shakespeare.

The first of the two elements that bind every figure on that list together is the obvious fact of their being creative artists of outstanding genius. What some of them—Euclid and Plato, for instance—produced was primarily something other than art, though it was art as well, and others—the cathedral architects, for instance, or Thomas à Kempis—would hardly have thought they were engaged in an artistic activity at all, but such attitudes are not relevant to my inquiry; all were in fact artists, all have an important and indeed seminal place in the history of western art.

The second common factor is less obvious, but a few moments' thought will provide it. They were all dead by, at latest, the end of the first quarter of the seventeenth century. Cervantes and Shakespeare died (on the same day) in 1616, and most of those on the list, of course, flourished centuries, or even millennia, earlier.

Now, what is the omission that history makes unadmittedly? The answer ought to be just as obvious, but it is not: I

have tried the list on a number of my friends, and very few have spotted it immediately. Yet it is so amazing, so utterly beyond theoretical credence or plausible explanation, so uncannily and absurdly unlikely, so stupendous an aberration on the part of the human race and whatever is responsible for its development, that when I contemplate it I am consumed with a wild laughter at the sheer monstrous size of the hole in the universe implied by it. In all that list, which extends through a period of several thousand years and which contains a representative selection of those who laid the foundations and built most of the superstructure of western art, the widest possible definition of the word, there is not a single musician; nor is there a single musician who could seriously claim inclusion in it.

Speak not to me of Guillaume Machaut, of Thomas Tallis, of Gilles Farnaby, of Thomas Weelkes, of Byrd, Morley and John Dowland, tell me not of Ockeghem, Lassus, Palestrina, Dufay, or the composers of *Sumet* is *icumen* in and *Greensleeves*. Do not trouble yourself even to mention Hans Sachs or Oratio Vecellio, for I have never inspired you upon who and I have seen a performance of the latter's *L'Amphigour*, which I bet is more than you have. I do not disregard or condemn any of these creative artists; there are wonders and beauties among their work, as there are unmeasured riches in the even rarer works so lovingly exhumed, restored and played by Mr David Munrow and his Early Music Consort. But none of these, nor even the Shakespeare died (on the same day) in 1616, and most of those on the list, of course, flourished centuries, or even millennia, earlier.

That, of course, is why I selected the date. I did: I wanted to demonstrate just when was that this incredible failure of human achievement came to an end. Even after Monteverdi, mind you, the flood started slowly, but there can be no doubt that when it finally burst into space, towards the end of the seventeenth century, it was making up for centuries of lost time: from the beginning of Bach to the end of Wagner—less than two hundred years—the music that was made rivals the visual art of the Renaissance itself. But before that, nothing. And the question is: why? The only answers I have ever seen are little more than excuses, excuses, excuses, the technical explanation, that is, it is true, a clarinet, or even a trombone, poses considerable problems in engineering that mighty artist Max Wall, in his one-man show, picks up a trumpet and explains that "I shall place my warm lips to this cold metallic mouthpiece and blow through this"—and he points—"little hole here, because if I don't all this workmanship" makes a comprehensive gesture at the instrument—without, however, doing "nothing"; but we will care to say that these are more complex than the ones involved in the building of York Minster? Even more, implausible is a "social" solution. The ancient Hebrews had no musical instruments, it is true, but for a time they had a ban on music, and the organization of society in the Renaissance ought positively to have encouraged the emergence of a musical equivalent to the paintings.

It is not as if music itself was unknown, or little favoured, in earlier times; indeed, I doubt if there has been any civilization that did not delight in it. The famous (When Ecclesiastes asks us to praise famous men, he takes

care to include in the list "Such as found out musical tunes and used them with voices" in western Europe, there is no lack of written music from the thirteenth century onwards—no lack, that is, in quantity; but why did it not come into the fully flower of its quality until so much later than its sister arts? Why was music a late developer?

Now if you suppose that I have been asking these questions in order to stump you with my newly discovered answer to them, I have to disappoint you; I am no wiser now than I was when the extreme oddness of the fact first struck me. Yet the oddness will not go away, and I cannot believe that so profoundly significant a question has never been at any rate plausibly answered. The other day I met a man, musically most knowledgeable, whom I once publicly advised, in the most shameful manner and for about an hour and three-quarters, for being wrong about Wagner. He put the question to him. He had no instant solution, but said that a book he was writing would touch on the subject, and he content to wait; but if there is an interim solution, I would be glad to hear of it.

I have made many accusations in connection with the Clay Cross affair, but I would like to make one more, and I hope it will be more complex than the ones involved in the building of York Minster? Even more, implausible is a "social" solution. The ancient Hebrews had no musical instruments, it is true, but for a time they had a ban on music, and the organization of society in the Renaissance ought positively to have encouraged the emergence of a musical equivalent to the paintings.

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The Times Diary

How the cinema exploits women

A Southampton stamp dealer is offering a selection of first day covers signed by Sir John Stone, who was born in 1903, when the much-travelled MP was Postmaster General. The average cost is £2.50, several times that of similar covers without Stonehouse's autograph.

Slouching

Danny Kaye, according to the biography distributed at his press conference at the Royal Festival Hall yesterday, is a master sloucher. He is also a dab hand at Chinese cooking, table tennis, flying 747s and conducting symphony orchestras.

The preeminent skill on display yesterday was slouching, as Kaye flopped in, round and over a red armchair and chatted relaxedly about his charity concert conducting the London Symphony Orchestra in September. He has raised £1 million dollars for musicians' pension funds in America conducting symphony orchestras, and the performance with LSO will rack up another £50,000 for the Variety Club of Great Britain. Kaye does not read music.

But I can sing all the entrances for every section of the orchestra, and we rehearse very hard for six hours before. I don't just go on and wave my hands in the air. Conducting

orchestras, he says, is "the greatest nervous power in the world". He says it is difficult, as some people make out. "You don't have to control the orchestra. They are not a bunch of madmen, after all—they are there to play."

Yesterday's was a gentle, charming performance. He finally announced that he must finish a close because he had a deadline to meet and a story to file to America saying how delightful the British press had been. The show business columnist, a soft-hearted and nostalgic lot, applauded loudly.

Glum visitor

An alert reader spotted Stanley Orme, Minister of State for Northern Ireland, over the holiday weekend, sitting in a small motor cruiser on Lough Erne, a beauty spot about eight miles from the Irish border. He was surrounded by policemen, and the boat was moored to a jetty on White Island, a remote island in the Lough noted for its Celtic ruins.

The reader, of conspiratorial bent, wondered what he was doing. Secret talks with IRA men in the appropriately Celtic setting? So I asked the Northern Ireland office, who said Orme was on a "two-fold" mission.

He was visiting the Royal Ulster Constabulary training school at Enniskillen near by (though Sunday seems an eccentric day for such a visit). Second, he was getting a first-

hand glimpse of tourism in the province—a responsibility of the Department of Commerce, of which he is in charge.

There has naturally not been much tourism to supervise in Northern Ireland these last few years, but the spokesman said that a few bold French and German visitors have been sighted recently, and one or two were at the Lough on Sunday. He hoped they enjoyed it more than Orme, who, according to my informant, looked extremely glum throughout.

A new library in the Northampton area has among its listed rules: "No person shall lie on the floor or otherwise obstruct the passageways without the librarian's permission."

Digging in

Better news from the Britton allotment. The holiday weekend produced some fine horticultural weather and I was able to regain complete control over the marauding weeds in the cultivated section. I could also resume reclamation of the still undug part, and I now have about a third of the plot cleared, though the couch grass at the southern side makes for slow work there. A fierce-looking jungle knife, just sent me by a Midlands manufacturer, might speed things up a little. I am being cautious in the centre of a doctrinal dispute between two of my fellow diggers. A pensioner who took over a lot similar to mine a year ago, and who has transformed it into a splendid fertile patch, said he did it by digging up a trench at one end, tumbling the overgrown ground into it, thus forming a new trench, into which the next section could be tipped, and so

on. He thereby kept all his topsoil, enriched with grass and weeds, and it seems to have paid off.

However, a young warder from Britton prison, who took over his plot at the same time as I did mine, has sliced off all the topsoil and piled it up alongside. He has progressed much faster than me (though I do not expect he has had three weeks in the Caribbean at a crucial time) and is less troubled by weeds, but his soil does not look quite as rich. A man of great energy and resource, he has built a cold frame from old doors and plastic sheeting and is raising tomatoes, lettuce and other goodies in it.

I have just planted out some

tomatoes, raised in the let at home. It is risky, I know the weather should get cooler, but you have to take some chances. I also plan some marrows and cauliflowers and did the first thinning of lettuce.

The pensioner who told about trenching also told of an incident last year when children from a nearby housing estate pulled up on from one of the plots and played football with them. I do not know whether he was complaining about the neighbour or boasting about the sive the onions.

I have already taken out some good mild chubster, mint, left by the pre-war holder. Another newly arrived cultivator, on a plot adjacent to mine, was left a patch of strawberries, which he has planted and which are blossoming healthily.

Like several others, he brings his wife and family along the weekends and they all are a hand. I told this meaningful to my own family and persuade them to join me for one of sessions. My wife, when puts her hand to it, can produce a finer fifth than anyone. A small son is an effective exterminator of dandelions. I my sister-in-law, went arm with a folding chair, a rug and a Sunday newspaper, which is nor the idea at all.

Harold Wild, press officer of the Scout Association, received an invitation to an "All Africa Relations Conference" in Nairobi. It was sent to him by an association of old address managed to get his name inserted in the same public relations in the same public relations as they are in most other places.

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Aviation

tries down but hopes high

By Reed
Correspondent

Aerospace meets for the first time at Le Bourget, Paris, and lasts until the 31st, against a background of high fuel prices and serious inflation.

Trends are reflected in the show, for which have dropped for the first time in 20 years. The number of exhibitors is down to 624, from 644 in 1972, and the number of countries is down to 13.

The country is shown, New Zealand, India and Finland, no doubt that the cut back costs has a more cautious outlook towards the show by

discouraging factor, is that despite the overall representation of different types it will be on display for about 100—were at the last overseas display area, 1,000 sq ft, which is as in 1972, but the of outdoor display has increased.

Le Bourget as national airport has since 1973 with the in the interior of the air-traffic control, miles north.

opening of the de-ports, and the bad record of the Paris recent years, have a stringent restriction on the flying display, with only one air show allowed in the air show time.

although the aerospace companies taking part will regret their loss of the display, the bulk of their business continues to be done through flying demonstrations, nor even on their stands in the exhibition halls, but rather in hospitality chalets—of here are 204 this time.

is mounting a big campaign at Paris, this is warning that they may expect a country's aerospace, about 10 aircraft. These

industry remains a force to be reckoned with internationally in spite of the major change of ownership which will come soon with nationalization. It is disappointing, therefore, to find that the multi-role combat aircraft (MRCA), which Britain is developing with West Germany and Italy, will not be displayed on the ground in Paris.

The official reason given for the absence of a machine which is probably more important to the future of European aerospace than any other is that the two prototype are too heavily committed to the development flying programme to be spared, but there is a suspicion that a further reason is a series of engine snags.

One new all-British military aircraft which will be at Paris is the Hawker Siddeley Hawk, a two-seater which has been ordered in quantity for the RAF, and which will also sell abroad in future.

Strike fighters also on view

Anglo-French Jaguar strike fighters will also be on show, as will the all-British vertical take-off and landing Harrier. Westland will be showing a range of military and civil helicopters, while a exhibit of the civil aircraft will be headed by the Anglo-French Concorde supersonic airliner.

A further disappointment is the non-appearance at the show of the prototype Short SD 3-30 30-seater airliner. Like the MRCA, it is too busy on its development flying programme to be released.

A total of 56 British aerospace firms will be showing in one complex at Le Bourget, together with exhibits by the Ministry of Defence and the Department of Industry. A further 20 exhibits by Britain's larger airframe and engine companies will be mounted elsewhere in the exhibition site.

Nobody will know exactly what the Soviet Union will be bringing to the show until the day its aircraft arrive, but French officials organizing the "salon" have been warned that they may expect a country's aerospace, about 10 aircraft. These

should include the super-sonic Tu 144 airliner, and possibly a wide-bodied aircraft of a type not yet seen outside Russia's boundaries. One other possibility is the three-engine Yak 42, a 120-seater airliner recently flown for the first time.

France, as host nation, will be making its usual strenuous effort to be one of the stars of the show, with a full range of its products, from airframes, through engines to electronics and equipment. The civil line will be led by the 300-seater European A300, most likely the long-range B4 version which was certified only recently by the French and West German airworthiness authorities.

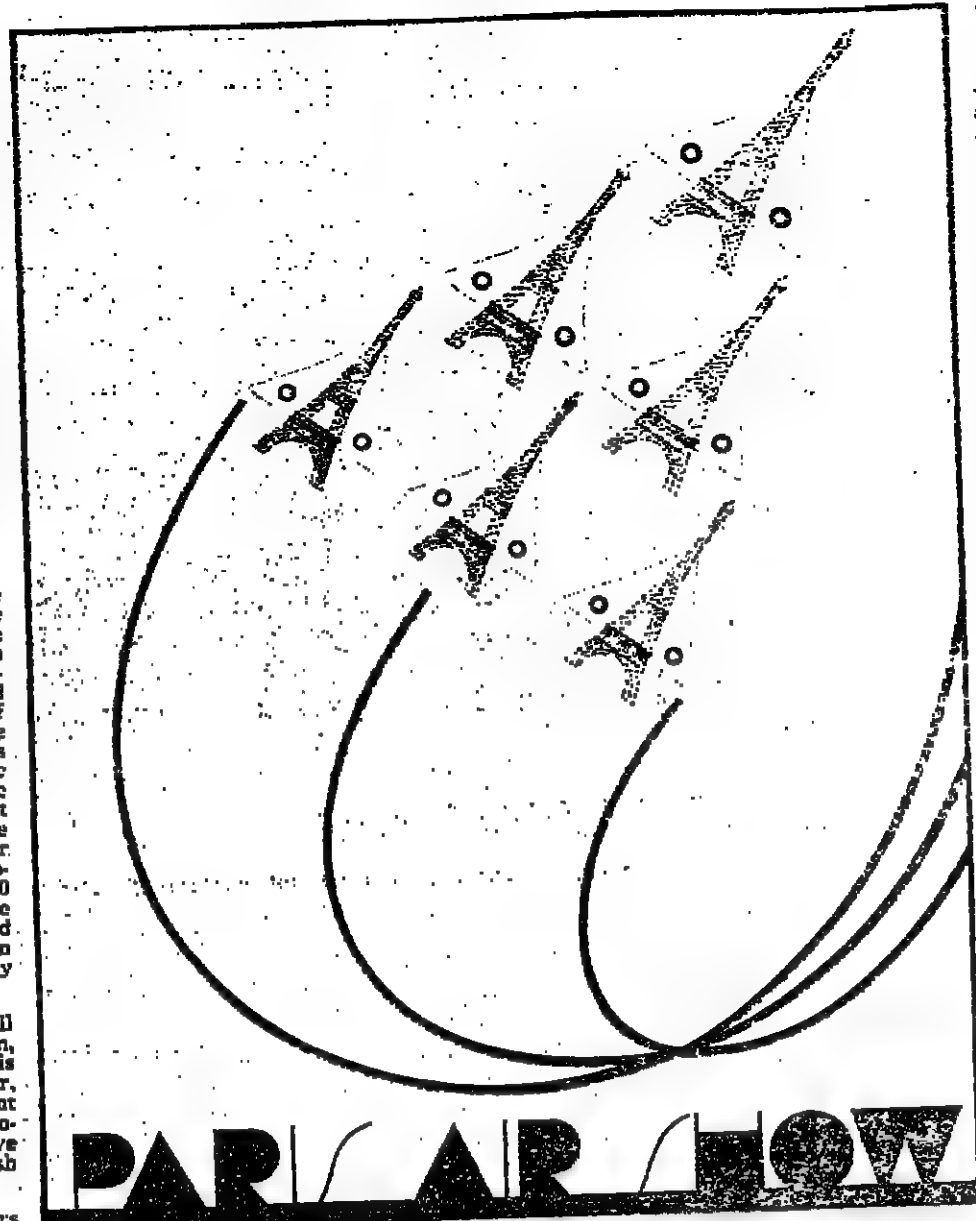
On the military side, the prestige product is the Mirage F1E fighter, the type which is in the running in the European F 104 replacement competition mentioned earlier. A new product of the French-German aerospace industries on show at Paris for the first time will be the Alpha Jet twin-engine attack/trainer. The project has recently been given the go-ahead by the partner governments for tooling towards the production of 400 machines. Export hopes are high for the Alpha Jet, and the type has already been tentatively ordered by Belgium.

Even though the overall numbers are slightly down, this looks like being a Paris air show to remember, although the two dominant themes—escalation of aerospace costs and prospective nationalization of the British industry—are gloomy.

World aerospace leaders tend to temper their essential realism with a touch of optimism when discussing the first theme, feeling that their industry should continue to take off economically once people overcome the present financial shocks and the basic human urge to travel starts to reassert itself.

Over the plans for public ownership of British aerospace, it is almost impossible to discover anything but pessimism.

Sir Richard Smeeton, director of the Society of British Aerospace Companies, said that after publication of the Bill, the industry now signs that customers were beginning to look elsewhere.



PARIS AIR SHOW

a Special Report
to mark the opening of
the 31st salon
May 30—June 8

Malcolm Harrison

Britain out to sell its skills

With the British aerospace industry poised between present private enterprise and nationalization, forecast for early 1976, its salesmen will have a difficult role to play at the Paris salon.

Doubt over the future course of the industry, allied to a world slump in civil aircraft sales, has resulted in a dramatic pause in new projects in Britain since the last election in 1973.

The approach of the British salesmen therefore will be to emphasize to existing and potential customers that in spite of the forthcoming change in ownership, the British industry's essential expert knowledge and continuity in the flow of spare support will go on unaltered.

They will be backed in their case by an agreement which the Department of Trade, in London, is understood to have made with the industry that contracts made on sound commercial lines will be fully honoured after nationalization.

In spite of the lack of new projects and the general atmosphere of uncertainty surrounding the industry, British aerospace's exports continue to thrive. The year 1972 produced a record 56,000 worth of goods sold abroad and the figures for the opening months of this year are keeping pace. But most of these sales are based upon contracts signed by the industry years ago.

Major contributions to the export figures are made by spares and by the RB211 engines, which are now flowing off the production lines at the Rolls-Royce factory at Derby for the American Lockheed TriStar airlines.

Britain may be expected to move more and more strongly into the exporting of its aviation knowledge rather than completed goods. A prime example of this trend was the contract signed since the last Paris salon by the British Aircraft Corporation under which it will support the air force of Saudi Arabia. At £250m, the deal was said to be the biggest signed by an individual British company, in or out of aviation.

According to the Ministry, new civil airliner being pro-

duced by the British industry (with their French partners) still to go into service. BAC also has the 1-11 still in production—the assembly line was given a recent boost through an order for a further five from Romania—and the corporation is also promoting plans for a series of 700 and series 800, the latter with American-French engines.

Hawker Siddeley, having scrapped its plans late last year for a new 70-seater to 100-seater airliner, the HS146—the project remains on ice for a decision by the new nationalized aerospace board—remains busy on its Trident airliner line, fulfilling orders for the airline of the Republic of China.

Interest mounts in multi-role jet

The company continues to turn out HS748 prop jets and HS123 executive jets on to a market which shows no sign of coming to an end. HS is also making the wings for the A300 European Airbus, shipping them to Toulouse where this 300-seater is assembled.

In the third-level airliner sector, Fairley Britten-Norman continues to sell its Islander and Trislander machines around the world, while Short Brothers and Harland, of Belfast, report continuing interest in its Skyvan. Development flying of their 30-seater SD 3-30 is now well advanced, with sales already recorded in the United States commuter market.

The most important new military project with which the British industry is involved is the multi-role combat aircraft (MRCA) in which our partners are West Germany and Italy. Two prototypes are flying, one in Germany and one in Britain, and although the earliest date at which the aircraft can be expected in service is 1978, interest from possible buyers overseas is already mounting.

Jaguar, the strike-trainer which Britain and France are

overseas orders and more could be on the way. But perhaps the most promising seller overseas is Hawker Siddeley's light trainer/strike aircraft, the Hawk, which is being flight-tested at its development airfield at Dunsfold, Surrey. Interest from abroad in the Hawk is said to be intense and the manufacturers are having discussions about the possibility of establishing overseas production lines.

Scottish Aviation, based in Prestwick, Scotland, is due for nationalization with BAC and Hawker Siddeley Aviation and Hawker Siddeley Dynamics. It has had considerable overseas sales success with its Bulldog trainer, which it took over from the Beagle company, but far less interest in the Jetstream, an ex-Handley Page machine.

Another continuing disappointment for the industry is the overseas market record of the Hawker Siddeley Harrier jump jet, the revolutionary fighter-bomber which is able, by using its swivelling jet nozzles, to lift off from a woodland glade or the side of a bombed-out runway. But although it has been on offer to the world's air forces for years now, only two overseas buyers have come forward, the United States Marine Corps and the Spanish military.

Westland, the British helicopter company, will go in Paris in buoyant mood with busy assembly lines at its Yeovil factory and full export order books for the Lynx, the Gazelle, the Sea King and the Sea King's logistic support version, the Commando. The centrepiece of the Westland stand at the salon will be a full-scale Westland 606, the civil version of the Lynx, which the company is developing to carry 13 passengers.

British avionics and aviation equipment companies, which are not included specifically in the nationalization Bill, but which could be drawn in at some later date, will be at Paris in force attempting to sell a wide range of equipment: from tyre test units to laser rangefinders and stabilized gun-sights, from high-quality steels to head-up displays.

A.K.

the multi-role LYNX

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Europe well placed to meet its own military needs

by Henry Stanhope
Defence Correspondent

The year 1975 could go down in aviation history as the year of the Eurofighter, although, as the months of indecision roll by, sceptics say this honour may be reserved for 1976.

The deal involves far more than the sale of 350 replacements for the Starfighters in four Nato countries, or the 675 aircraft due for replacement in Europe during the next few years; or even the 3,500-unit world market which the more romantic planners, particularly in France, have spoken of with misty eyes. Rather it embraces all the changes which have characterized arms procurement in Europe during the past few years, condensing them in one final movement, in the manner of a symphony.

One theme is standardization, a word that has been uttered so often and to such little effect that it begins to sound like the cry of the shepherd-boy. But if four of the smaller Nato nations with-

space industries of their own cannot agree upon a joint purchase, particularly when they are involved in approximately the same region of Europe, there is little hope of agreement from more distant countries with more divergent needs.

The second theme is the future of the European aerospace industry, which leads to well-used arguments over the whole structure of Nato. Should the principle of investing in Europe be allowed to sway the judgments of four air forces which fundamentally are choosing the best plane they can afford?

Fully committed ally

There is the side-issue of how far four Nato partners should support the United States, which is after all a fully-committed ally, as against France, which supports the alliance only politically, and Sweden, which does not support it at all.

Indeed, if these questions are taken into account, then the most suitable source of the Starfighter replacement would be Britain, offering its Anglo-French Jaguar in what is claimed by the British Aircraft Corporation to be a 20 per cent cheaper deal than any of the others.

The advanced technology which has been incorporated in American aerospace projects recently, largely as spin-off from the space exploration programmes, might have seemed sufficient to discourage European competitors.

But the success story of the multi-role combat aircraft (MRCA)—despite current troubles with the engine—the sale of the Franco-German anti-aircraft missile, Roland, to the United States, and the worldwide sales of European ventures like the German Leopard tank, the French Mirage-F1 and the Exocet anti-ship missile, have all helped to give a fillip to the industry on this side of the Atlantic. All this, however, is only a temporary phenomenon of the last

year or two has been the high level of arms sales generally, despite the tendency among governments in the West to cut back on spending, particularly on defence.

This is due primarily to the flow of petrodollars from the Near East where countries like Iran and Saudi Arabia can suddenly afford the most advanced equipment. But it is also due to the obsolescence of a number of different systems at about the same time.

How would his thoughts be influenced by the sale, or non-sale, of Mirage F1s to Holland, Belgium, Norway and Denmark? Nato would gladly welcome back the French, but would the French be more likely to return if the F1 became a standard Nato aircraft? It could be argued that only if the F1 were rejected would the President be persuaded by French industry to seek reentry to the military structure of Nato—on the grounds that this was necessary to ensure the allied market in future.

One of the more remarkable phenomena of the last

year or two has been the high level of arms sales generally, despite the tendency among governments in the West to cut back on spending, particularly on defence. This is due primarily to the flow of petrodollars from the Near East where countries like Iran and Saudi Arabia can suddenly afford the most advanced equipment. But it is also due to the obsolescence of a number of different systems at about the same time.

Growing emphasis on avionics

Britain has taken advantage of the opportunities, though more cautiously than some of its competitors, and with mixed fortunes. The growing emphasis on avionics in military aircraft must be seen as encouragement for home-based electronics firms with their expert knowledge. On the other hand, the defeat of Rapier by Roland at the last time of the race for the American order was a dis-

appointment for BAC, not only because of the order itself, but because of the renewed competition from the world at a result of the American accolade. Britain has more to lose than gain in the Near East, traditionally the source of a quarter of its arms orders. Admittedly other markets are coming forward. Negotiations are continuing with Egypt over the sale of Hawks, Lynx helicopters and Swingfire anti-tank missiles—the Hawks and helicopters to be built under licence on Egyptian soil. But President Sadat has to find the money from his richer Arab allies first. British initiative is restrained by moral considerations less often than is commonly supposed, but these have imposed some limitations upon salesmen.

Times have not been as hard as they might have been. But they will be harder and, with arms industries growing in countries like Germany and Sweden, Britain will have a tough time for the rest of this decade to keep the order books full.

Fuel costs burden civil lines

The outlook for the world's airlines has deteriorated considerably since the last Paris salon in 1973. At that time the industry was still looking forward to its traditional annual growth rate of about 10 per cent, but the oil crisis and general inflation have altered the prospect fundamentally.

Until the beginning of 1973, fuel represented about 12 per cent of total operating costs for the airlines. By January, 1974, it had jumped to 22 per cent and by the middle of last year it was beginning to stabilise at about 25 to 26 per cent.

Wages keeping pace

Before the oil crisis, a gallon of fuel was costing the industry 13 cents. By the end of last year it had reached 42 cents and the International Air Transport Association was forecasting gloomily that fuel prices would climb still higher this year and next.

At the same time, inflationary pressures have also pushed up other costs sharply, with wages for the 800,000 airline employees, traditionally representing 40 per cent of the industry's costs, keeping pace with rising consumer prices. Governments also tended to pass on more of the costs of financing airports and navigation facilities to users, so that while total user charges were estimated at £260m in 1973, they were £316m in 1974 and will work out at about £370m this year.

A further large financial burden which has begun to hit airlines in the past two years comes from the growing necessity to modify their older fleets of airliners so that they conform with new and stricter noise rules which airport authorities and governments are introducing all over the world. IATA estimates that retrofit costs for 2,400 first generation jets will be some £1,000m. The authority may be expected to press governments to provide the major share of these massive outgoings.

In an attempt to balance these increased costs, the industry introduced a series of fares rises—13 to 19 per cent on all routes in the first six months of 1974, with a further 10 to 15 per cent during the rest of that year. Despite the size of these increases, the airlines failed

to balance the additional fuel costs, with the result that the industry was forced to draw heavily upon reserves—to the extent of some £300m during 1974, according to one estimate. Punishing rises in fares levels, allied to inflationary trends within domestic economies, had the inevitable effect of making the public shy of travelling, the outcome being that the IATA airlines generally were estimated during 1974 to have made an operating loss of 3.2 per cent—the worst result that the carriers within this group had ever experienced.

The discouraging trend can be clearly identified in figures for scheduled services across the North Atlantic, which is always a touchstone route for the entire industry. A total of 9,500,000 people travelled on the routes in 1974, compared with 10 million in 1973, a decrease of 6.6 per cent, while the load factor (the total number of seats on offer which were actually occupied by fare-paying passengers) rose by only 0.5 per cent.

Early figures for 1975 fail to indicate any relief for the airlines. Statistics of the United States Passport Office show that air travel on the North Atlantic in the first quarter of this year was down 10 per cent compared with 1974.

Little prospect of relief

The Passport Office estimated that departures for Europe would be down 14 per cent in April and 18 per cent this month. Allied to other forecasts that the United States gross national product will rise at an annual rate of only 5.1 per cent between 1976 and 1980, while the rate of inflation would level off at between 5 and 7 per cent during the next five years, there appears to be little prospect of relief for the financial ills of the airline industry either in the near or medium-term future.

Against this gloomy background, it is not surprising that most of the world's airlines expect to do little better than break even financially during the current year. Their performances may not be as bad as was at first expected, as one healthy result which their ills have produced is to make them view their operations in a highly critical light. Schedules have been severely pruned, staff numbers have been held down, purchases of new aircraft have been closely scrutinized with deleterious effects upon the world aerospace manufacturing side of the business. But in spite of all this retrenchment, there are still too

Continent's fit of hesitation

by Arthur Reed

Europe's aviation industries continue to make steady progress, individually and together, but the Continent still has a long way to go before it begins to break the hold on its market enjoyed since the Second World War by United States aerospace. Signs of desperation over this dominance have emerged from Europe since the last Paris salon, with the directors of Air France being ordered by their Government to buy European airliners rather than go back once again to the United States.

The inference was that AF should purchase the Dassault Mercure, but this is an air-liner in which no airline in the world has shown any interest, apart from the French internal carrier Air Inter which is taking 10.

At the same time, AF has been successful in introducing the European A300 Airbus, a product of the French, West German, British, Dutch and Spanish Airbus Industries Consortium, and has now carried in it more than half a million people safely and in great comfort, largely on the London-Paris route.

However, other European airlines are hesitating over the good results being achieved by the French airline Iberia, which declined to renew its options to purchase, while the German airline Luft-hansa is over whether to renew. The result is that firm orders total only about 25, with new orders coming in from other areas of the world as far apart as India and Thailand rather than from its home ground, Europe.

The problem with the Airbus is that it has come to the market when civil economic winds are striking the world's airlines in Europe, as everywhere else, the airlines are not anxious to buy new machines until their slumps are over, and when they do, they are predisposed to buy more of the air-craft which they know so well—American, rather than a new type from a

fairly new consortium which they fear, could run them into vast extra expenses. The Concorde supersonic airliner story is well known and while encouraging from the technical point of view, in that an advanced aircraft developed over 12 years by two different nations works, and works well, the marketing story is once again discouraging. Only British Airways and Air France have purchased it. No other European airline is showing a flicker of interest in operating this essentially European machine.

Talks continue to take place between a number of European governments and aircraft companies on the possibility of producing a family of European airliners based largely on existing designs, extending from the A300 Airbus down to the British BAC 1-11 and the Dutch Fokker F28. But whether anything will come of such a grand idea is problematical, and the question must remain whether the European airlines would be willing to buy from their own stable without heavy pressure from their respective governments.

Two interesting European developments which visitors to the salon are likely to see in model form are a four-engine version of the A300 and a version of the Dassault Mercure powered by the CFM56 jet engine jointly developed by Snecma and General Electric.

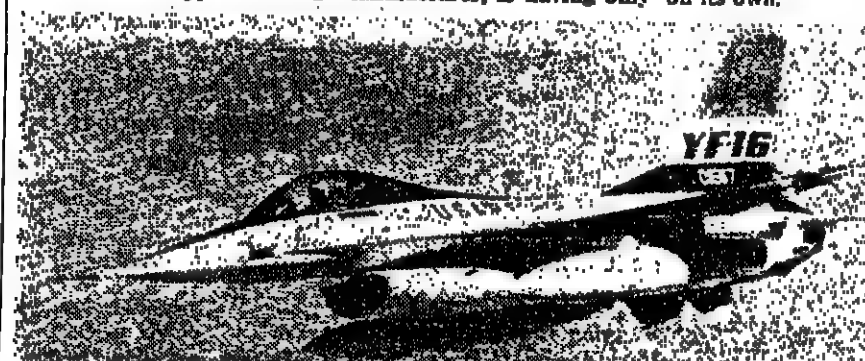
However, while Mercure sales are static, and the French / American-powered version intended to give it far greater range is no more than a design idea at present, Dassault is having success with its line of Falcon business jets. More than 300 Falcon 20s have been sold, and the French company is now far advanced with a three-engine series 50 version with 10 seats and transatlantic range. First flight will be later this year.

Aerospatiale, the major national French aircraft manufacturer, is having only limited sales success with its Corvette business jet, but the helicopter continues to be a hope remains that many civil sales in the successful military production, which produced the Puma, the Lynx and the Gazelle.

In the military sector, the helicopter continues to be a hope remains that many civil sales in the successful military production, which produced the Puma, the Lynx and the Gazelle.

On the back of MO laboratories of Germany are learning fast that there is a aerospace opinion which says the country's aviation by export knowledge is used and, when all the information is drawn off, Britain is tossed aside.

Despite such a Britain and its partners will go laboratories, whatever suit of the EEC re on June 5. The cor of this trend is as the fact that almost aerospace projects become far too expensive any one country to its own.



The American General Dynamics YF16, strongly favoured new Nato fighter to replace the F104 Starfighter.

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Technical developments in space technology herald new era in international cooperation

By Wright
Correspondent

cars of cooperation the two super-powers should culminate in the first inter-man space flight. The Soyuz test project from Russia and the Apollo test project from the United States will be launched in 1976 and will be followed by the transfer of the process they demonstrate the possibility of a space rescue mission.

It is being focused on this summer because it marks the end of the Apollo mission. The last important part of the Apollo mission has been the landing on the Moon, forming the first travelling between a space station and the testing of the limits of man's physical and mental capabilities in space. The next generation of vehicles, being developed around the idea of the rocket, or shuttle, is ready for another test. However, there are other crucial developments in space technology in progress. They may lack the glamour of manned flight but they have political and technical implications of great importance.

The first Indian scientific satellite, called Aryabhata, was launched from the Soviet Cosmodrome by a Russian rocket on April 19 to open a new phase in international collaboration in science and technology by the Eastern bloc. Shortly after the Russians made an even more impressive step at a conference of the Inter-governmental Maritime Consultative Organization, offering to provide launchers for satellites for a global maritime navigation and communication network.

This attitude by the Russians presents an alternative to American domination in rocket technology. It is clearly a development that groups like the European Space Agency must view with some optimism. Although cooperation with the United States has been advancing well, the recent past contains too many difficult incidents to make the Europeans regard the existing dependence on America for launch vehicles as anything but satisfactory.

Collaborative work in Europe is centred on the new European Space Agency, created largely from the work of the European Research Organization under Mr Roy Gibson, the director-general. After the meeting of ministers approving the formation of the agency last month, Mr Gibson outlined the task ahead for his group. Negotiations have taken a long time and the consequent uncertainty has had its repercussions.

Mr Gibson compares his organization with an expenditure of £433,000 each working day in 1975, with a large industrial firm. He believes there must be a continuing rationalization of European space programmes and facilities to cut duplication and to get more return for money spent. The formulation of a coherent industrial policy will require both time and sacrifices from member states. It is time for present experimental work on application satellites to be turned into operational programmes, and to extend the work to be carried out by these spacecraft.

Satellites for communications, ship and aircraft navigation, infra-red and X-ray astronomy are among the obvious applications. One spacecraft which needs complex scientific instruments but to do a very utilitarian job, is the earth resources vehicle. In an analysis of this sort of project published in the latest issue of the *Euro Bulletin*, Mr John Plevin links the need for earth resources, investigations with our current preoccupation with the environment and conservation of natural resources. He argues that there has been an almost innocent belief that the resources of the world are limitless and the key to their access lay simply in the application of advanced technology.

The recent recognition of a need for a better understanding of the world we live in can be fulfilled only by advanced measuring equipment. Hence the desire to design advanced remote-sensing devices that can monitor the remotest parts of the land, sea and air continuously. Remote sensing evolved from military reconnaissance systems, using devices like infrared scanners for night observation and camouflage detection. Other sensing ideas have adapted methods the scientist used for planetary space probes. These instruments can now detect ice thicknesses, the extent of healthy or diseased crops in forestry and agriculture, areas of likely mineral deposits, the state of large rivers and estuaries suffering pollution, large shoals of fish, temperature changes over the surface of the oceans, and much more besides.

A handful of European experimenters has collaborated with the Americans in developing packages for the first series of earth resources spacecraft already in orbit. At the other end of the scale of space exploration, the principal long-term project for the European Space Agency is the development of Spacelab or a laboratory assembled on earth in a capsule to be taken into orbit by the reusable shuttle. European scientists are being selected as possible members of the research teams which will work for several weeks in these floating laboratory workshops. Arguments still evolve rapidly among many scientists and engineers about the wisdom of Europe continuing to struggle to get men into space: the cost of any manned project can be spread across a very large number of unmanned satellites to embrace a much broader spectrum of research, on one side of the debate maintains.

Whatever the merits of the discussion, the work on design and planning Spacelab has put the European aerospace and electronics industries into a new league of project management. The latest scrutiny of the project shows an important milestone passed with the completion for the first time in Europe of a method of analysis called a preliminary requirements review. It was done by the European Space Research Organization with the prime contractor of the Spacelab formed by a consortium of VFW-Fokker/ERNO.

Twelve review teams examined every aspect of the contractor's plan to ensure that all details from the supplier of the smallest component to the ultimate shipment of the craft would meet the standards agreed between the European Space Agency and the National Aeronautics and Space Administration which is to launch it as one of its shuttles. An idea of the complexity of this analysis is given by just one part of the procedure known as the review item disposition (RID) system whereby an evaluator records his disagreement or identification of a difficulty on a standard form; he also indicates a remedy alongside his explanation.

An initial examination produced some 1,250 RIDs: 27 of them were considered as having potential impact on cost, schedule and likelihood of meeting the design specifications. The findings of the preliminary requirements review are being acted on.



Astronauts Aleksey Leonov and Thomas Stafford (right) taking a break in training last month for the Soyuz-Apollo joint Russian-American space programme.

Electronic black box taking over more of the pilot's responsibilities

By Lambert
International editor

of a vehicle, its movement and surroundings have been measured, the means compared with recorded conditions, a decision decided on and d. Since the earliest flying pilots have us by hand and eye. But speeds, distances and circles, plus the tasks to be formed, have been doubly extended.

Today's most advanced aircraft, Europe's multi-role combat aircraft (MRCA) and America's F-16 air combat fighter, would be unacceptable if not impossible, to fly without electronic stabilization. The F-16 actually has its centre of gravity behind its centre of lift, which makes it extraordinarily manoeuvrable, but is equivalent, in boeing terms, to balancing a large concrete block halfway up the mast.

In MRCA, F-16 and even in the older Concord design, the pilot's controls are linked to elevator, rudder and ailerons by electrical leads (called fly-by-wire) rather than the traditional rods or cables.

The greatest measure of the maturity of avionics in this context is that customers and pilots now accept and even demand this degree of reliance on black boxes. The concept of super-reliable electronics, which started in the 1950s with civil automatic landing, has now moved into the front seat alongside the driver.

Reliance on electronics has spawned a new group of safety devices, including the ground proximity warning system (GPWS) now to be compulsorily fitted to airliners, an extension of this to give warning if an aircraft sinks below the approach slope or glide-path to a runway and other devices to detect and give warning if the control surfaces are wrong for a particular condition of flight. The long established, but imperfect, ILS landing guidance beams are now to be replaced worldwide by a microwave landing system (MLS).

The other main trend in avionics is the extent and complexity of the tasks now being performed in the air. Outstanding examples are the Lockheed S-3A Viking carrier-borne anti-submarine aircraft and the Boeing E-3A Airborne Warning and Control System (AWACS).

The S-3A can drop listening buoys into the sea from 30,000ft, track them precisely while it circles overhead, record the underwater sounds picked up by the buoys and filter them through a computer memory printed before takeoff with all the sounds expected in the region. The noise signature of enemy and friendly vessels at various speeds and depths in the local water conditions and noise backgrounds are stored in run-time, although the new equipment being developed piece by piece for the RAF's second-generation Nimrod should later be equal or better.

The Boeing E-3A AWACS is a converted 707 airliner carrying an exceedingly powerful radar in a rotating saucer-like dome on pylons above the rear fuselage—and a major electricity generating installation in the rear freight hold to power it. Inside the cabin, a computer with about one million words of memory converts all the radar returns into digital format and creates electronic displays from which a dozen operators can look down on thousands of square miles of land or sea and observe almost anything that moves through almost any counter-measures. AWACS can track hundreds of targets simultaneously.

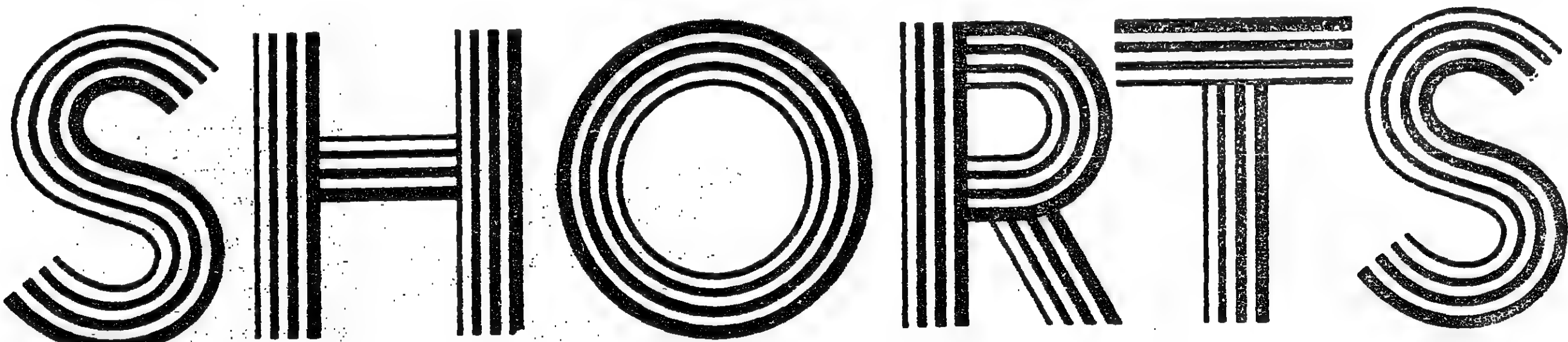
E-3A can be used in defence to spot intruders and direct interceptors; or in attack to guide strike aircraft through enemy defences to their targets; or in peacetime to patrol frontiers and oceans. It has even been suggested for use after major civil disasters in which it could observe damage, direct rescue, substitute for broken communications and provide full-scale traffic control for transport aircraft bringing in supplies. The E-3A is so expensive that the United States Air Force is hoping to rent it to NATO. Only 17 aircraft are needed altogether.

The S-3A and E-3A rely absolutely on the capacity and speed of the digital computer in handling large volumes of information. It is a truism to observe that the computer has come to stay in aviation, or even to question its use for such apparently restricted jobs as controlling engines or computing air temperature and pressure signals for other black boxes to use.

The computer is supreme for accurate weapon aiming, pioneered by TSR 2 in Britain, then by LTV's A-7D and E Corsair 2 in the United States, continued by Jaguar in Britain and to be brought to a peak in Panavia's MRCA.

Lockheed's P-7C Orion and S-3A and F-3A systems are relatively known quantities. Though this is an established routine in the United States, it is only superficially understood by most aircraft companies in Europe, and clearly mastered only by the select few who have been exposed to the cold-shower experience of United States management skill.

Anyone can manufacture large-scale integrated circuits, computer memories, and the other hardware of modern avionics. The few, among suppliers and customers alike, can yet manage the development programme to conceive and create an operational, producible, maintainable system. If Europe has a really dangerous shortcoming, it lies here. And, without the challenge of actual systems to develop, the essential skills might never be fully mastered. It is the job of aviation and avionics to create these skills so that they can be passed to other made development of the industries.



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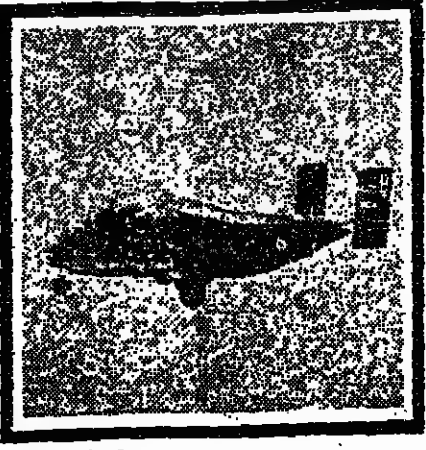
Shorts' newest aircraft, the SD3-30 wide-bodied commuter, is being built in collaboration with both European and North American manufacturers. The company is part of a European consortium producing the F.28. Fellowship short-range jetliner; it is podding Rolls-Royce engines for the Lockheed TriStar and VFW 614; it is manufacturing structural components for the Boeing 747 and the Lockheed TriStar; its Skyvan light aircraft is in service with 22 countries, and its Blowpipe, Seacat and TigerCat missiles have been ordered by 18 nations.

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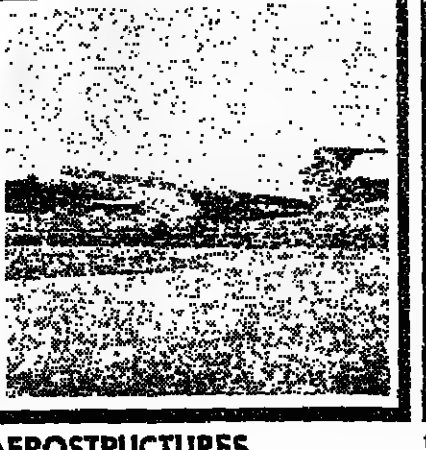
SD3-30



SKYVAN



ENGINE PODDING



AEROSTRUCTURES



BLOWPIPE



SEACAT/TIGERCAT

Supersonics will prove their point this summer

by Arthur Reed

This week's Paris air show will be the last on such a scale before the airlines introduce the supersonic era. The arrival at Le Bourget of both the Anglo-French Concorde and the Soviet Tupolev Tu 144 will therefore be of great significance.

The Russian airliner has not been seen in public since the tragic moment almost two years ago when it crashed on the last day of the 1973 salon during a demonstration. Experts from the aircraft industries of the West are waiting with great interest to see what changes have been made in its design since then and to receive some firm indication from the engineers who accompany it to Paris of both performance and projected date of coming into service.

Compared with that of the 144, Concorde's progress since the last salon has taken place in the harsh glare of a number of world spotlights.

Its development programme has gone ahead without a serious setback to the point where the manufacturers on both sides of the Channel expect to be in a position to go for the certificate of airworthiness by the late summer of this year in order to start the first commercial services at the beginning of next year.

Against that day, a series of proving flights carrying airline employees is scheduled for this summer over the routes on which the early commercial services will operate—Paris to South America in the case of Air France, and London to Bahrain and the Far East and Australia in the case of British Airways.

Costs in the joint Anglo-French development programme have remained fairly static over the past year at about £1,000m as the inflationary trend has been cancelled out by the slowing down in the programme forced on the manufacturers by a lack of orders over and above the nine aircraft for the two national airlines. This leaves seven of the 16

aircraft authorized on the assembly lines at Bristol and Toulouse unsold.

If further sales are not registered soon the two assembly centres will begin to run out of work in some departments by the end of this year.

In an effort to fill this approaching gap the British Aircraft Corporation and their French partners, Aerospatiale, represented recently to their respective governments the wisdom from the manufacturing point of view of laying down at least a further three Concorde, making 19 authorized in all.

Not only would this give continuity to the work programme, they argued, but it would also show prospective buyers that the Concorde project was a serious and long-term one.

Both should start operating at the same time.

It is in the matter of environment that Concorde has lately run into the most turbulent weather. So rough is the going at present that the whole long-term future of the project remains in doubt. This is because landing rights for the supersonic airliner—in the colours of any airline—in the United States have still not been granted by the aviation authorities there.

Earlier this year the Federal Aviation Administration recommended that approval for flights into the United States by supersonics should be given, but this was only the beginning of a long road towards final permission. The FAA recommendation was made in a long document called an environmental impact statement which had to be issued under the 1969 National Environmental Policy Act.

This requires that before any federal action can be taken which may affect the quality of life significantly, a detailed statement analysing its impact must be produced. The Act gives people the right to offer evidence on the impact statement, and this right was taken up by many—most of them anti-Concorde in their views—at a series of public hearings called by the FAA in New York and Washington during April.

The deadline for evidence on the statement was early this month, and the world of aviation now awaits with enormous interest the conclusions of the FAA on supersonic flights into the United States. But even if the administration decides to allow them to go ahead, the flight path of Concorde into this its potentially most lucrative market is still not unclouded.

Several senators have made clear that they will try to push through the Senate Bills designed to make supersonic aircraft landings illegal, while the Port of New York Authority, which runs Kennedy airport, continues to be unyielding in its opposition to Concorde and any other aircraft of its generation.

British Airways is seeking permission to operate two flights a day into New York and one a day into Washington, while Air France has put forward a similar schedule. The airlines desperately need these destinations if their Concorde operations are to be sensible.

Both American centres generate an enormous amount of business traffic, but, probably more important, Concorde must be seen operating through them if the project is to become accepted in the world of aviation and eventually to pick up sales among the American airlines.

Where does supersonic commercial aviation go after Paris? Both the Anglo-French and the Soviet teams are known to have done design work on a bigger version of their basic aircraft, but it now seems as if these newer machines will have to remain under wraps until more pressing problems are proved to be solved—technical ones in the case of the Russians and marketing and the environment in the case of the British and the French.

Russians speed up their jet

by Reginald Turnill

The 10-year Soviet campaign to obtain a commercial foothold in the lucrative aerospace markets of western Europe has not, apparently, been discouraged by setbacks. The development programme of the Yakovlev Yak-42, the latest Russian challenger to the well-established jet production lines in the United States, Britain and France, has been dramatically speeded. It resulted in a successful maiden flight in April.

Improving on the original target date by a year. Such a thing has never happened in western aviation, within my experience.

The Yak-42, a larger development of the Yak-40, is a tri-jet for 120 passengers; unlike the Yak-40, the tail-mounted engine will be used throughout the flight, and not just for improved landing and take-off performance.

The Soviet national airline, Aeroflot, is expected to need 2,000 of them in the 1980-90 period.

Paris Air Show, the occasion chosen by the Soviet Union to mount its first major commercial offensive in aviation, the AN-22 arrived during the show amid much drama. Capable of carrying 700 passengers, the huge, high-wing aircraft is a four-engine turbo-prop, each engine driving a pair of contra-rotating propellers. At a cocktail party in its vast empty fuselage, the Russians explained that it was basically a military transport; but future civil versions could carry up to 700 passengers.

Such a passenger version of what to western eyes would look an old-fashioned propeller aircraft has never appeared. However, the IL-86 may provide Russia's first approach to the jumbo jet before long; it has been under development for about seven years. It started with four tail-mounted jets, but is now to be a 350-seater, with four wing-mounted engines, and a cabin width of about 18ft 8in—about the same as the Lockheed TriStar. While we have had no reports that the prototype has yet made its first flight, with the Russians there is always the chance that it will swoop down, unheralded, at Le Bourget.

It seems certain that production of a genuine Soviet jumbo jet has been held up for lack of a sufficiently powerful engine. Evidence for that is provided by the discussions Russia has had with the three major American companies—Boeing, McDonnell Douglas and Lockheed—about the possibility of buying up to 30 Boeing 747s, DC10s or TriStars.

In Soviet eyes, such a deal might have followed naturally from the agreement to undertake a joint Soviet-American space flight in July. However, the discussions have so far come to nothing; neither it seems, has much progress been made in even more tentative talks with Rolls-Royce about the possibility of Russia buying a version of the RB211 jet engine, used in the TriStar.

The style of this year's Paris Air Show has been a direct result of the disaster which overtook Russia's supersonic Tu-144 on the last day of the 1973 show when it crashed killing its seven crew and 15 on the ground. With Russia's "Concorde" —so called because of its similarity to Concorde—failed to reappear at the first International Aero-sonic Tu-144.

borough last September was felt that Russia needed to demonstrate its supersonic project, and it once in Paris, and possibly prove potential Western customers with their first, awed, demons flights.

There is no real coalition of recent suggestion that the Tu-144 has as many as 10 serious troubles, and it would be a disaster if it did to beat Concorde with its regular passenger flights before the end of the year. But it now seems accepted that the first of Tu-144s will be fewer in number than Concorde under construction.

Russia continues to pioneer "flying crane" copiers such as the Ka-25K, which has a remarkable removable rotor, and a second rotor and flight deck, so that it can operate the aircraft loading and unloading 4,000lb cargo. During flight, control is passed to the pilot in the traditional nose position.

The never Kamov small and manoeuvrable so versatile that its use from fighting forest fires, in civilian service, in East and West German garrisons, Hungary and St. The Mil range of helicopters also continue to make progress: the world's largest, four jet engines mount pairs under the tips of wings, can carry up to 3,000 Soviet aircraft.

Aviaexport said it were operating in F Asia and Latin America. Vasily Rudnik, president of Aviaexport, told a conference that in hundreds of aircraft exported to 16 countries.

While he admitted the bulk of Russia's technology exports to socialist and developing countries, he said exports were now going to a number of Western countries. In the few years the new aircraft offer would include the IL-86, the IL-86, the aircraft IL-76, able to 40 tonnes in standard payload, and a "modern" larger version of the first International Aero-sonic Tu-144.

Trend is to collaborate on engines

A strong trend towards international collaboration has been a feature of the aero-engine sector of world aerospace since the last Le Bourget salon two years ago.

This trend has been forced upon the manufacturers in all the principal western countries by the high costs involved in carrying out research and developing jet power plants. Such expenditures were at the root of the Rolls-Royce bankruptcy early in 1971, but the situation has been made far worse by world inflation and by the soaring price of aviation fuel since October 1973.

It now appears most unlikely that any future civil aircraft engine in the major thrust class will be developed and built by any one company, or for that matter by any one country. Rolls-Royce is making clear its interest in finding an international partner or partners, while the two big United States engine companies are already signed up in collaborative deals with partners in Europe.

With the early troubles that surrounded each of the three big civil fan engines which made their appearances in the late 1960s out of the way, the manufacturers are turning their attention to a 10-tonne engine. Both the American giants, Pratt and Whitney and General Electric, ran development engines of this type during 1974.

Rolls continues to show great interest in the type, but the feeling is that as its competitors press on towards transforming prototypes into production engines the British company may be in danger of leaving it too late.

10-tonne programme, coded the JT10D, the West German company MTU and Fiat of Italy, the European share in the project being up to 15 per cent. General Electric has the French national engine company Snecma as its partner in its 10-tonne project, the CFM56. Snecma has a 50 per cent share.

One possible customer for the GE-Snecma engine revealed shortly before the Paris show is the British Aircraft Corporation, which is offering the CFM56 in its projected series 800 version of the BAC 1-11 airliner.

The 800 would have two CFM56 engines. These, according to the manufacturers, would give the 160-seater a range extended to 2,400 miles—considerably more than its predecessors—while containing the worst of the noise well within the airport boundary. This would be the first instance of a 1-11 airliner version being powered by foreign engines, all the previous marks having the Rolls-Royce Spey.

BAC is, however, offering to the airlines a series 700 1-11 to be powered by the Spey 606. This would be a

smaller airliner than the 800, with a maximum of 124 seats, but its noise "footprint" would be a fifth that of present jets, the makers say.

Rolls is at present financing development of the 606, but would need £35m funding to put this version into full production. Rolls will have a full-scale sectioned exhibition 606 on its stand at Le Bourget.

Sales of the three big civil fan engines, the Rolls RB 211, the P and W JT9D and the GE CF6-50, continue to thrive in spite of the world airline recession, offering as they do low-cost operation at a time when all other aviation costs are rising wildly and relief from the progressively harsher noise regulations that now surround most of the world's big airports.

Both the American companies now have their engines in versions of the Boeing 747 jumbo jet, while Rolls is also trying to penetrate this important market with the 524 version of its 211. But although British Airways has made clear that it is willing to have all its

remaining 747s on order powered by the 211-524, the British Government continues to insist upon a second, foreign customer being found before it will contribute to the cost of the development work necessary to adapt the airliner.

Boeing has given Britain until the end of this month to work out a solution before it stops its own development work, so that the affair will come to a head during the Paris salon.

All three big engine rivals are heavily engaged in developing their big power plants to even greater thrusts. Rolls now has the 524, which it has sold to Saudi Arabian Airlines for long-range TriStar airbuses, running at benchmark thrusts of more than 50,000lb.

When it goes into service with SAA next year this version will be giving 19 per cent more power than the version of the 211 which first went to the airlines in 1972.

Rolls has plans to develop the 211 to a thrust of 52,000lb and said just before the Paris show opened that it had under consideration

further development "to still higher thrusts".

Although not yet in the 10-tonne category, Rolls appears to have filled a market need with its recent development of the RB 401 engine, a jet with a thrust of about 5,000lb for business aircraft and trainer and light attack machines. No other manufacturer is offering this type of engine, and Rolls hopes to pick up as many as 5,000 sales during the 10 years from 1975.

The Soviet engine manufacturer Kuznetsov is expected to have on display in Paris its NK144 engine, which powers the Tupolev Tu144 supersonic airliner. This should be an advanced version, as the 144 is due to enter service next year.

It should provide an interesting contrast with the latest marks of the Rolls-Royce-Snecma Olympus engines to power the Anglo-French Concorde, also in an advanced stage against the entry of that aircraft into service with British Airways and Air France at the turn of this year.

A.R.



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and a constantly developing range of high-technology products for use in the air, on land, at sea, and in space.



E REAL THREAT TO BRITISH JOBS

As a large trade deficit in the EEC, and it is much larger than in the early 1970s. That and it has been made of what is probably the most important part of the argument in the referendum by Mr. Shore, by Mr. Jay and again in a day by Lord Bruce of Milnerton. It is also the strategy of Mr. Tony Benn's recklessly constructed (that Europe has cost 500,000 jobs. The deficit is not in doubt; what is in the cause of the deficit and the best

only the deterioration in the balance of trade, even the deterioration in the balance of manufactured goods, cannot be attributed to joining the EEC. The trade balance has been affected by two major factors, the rise in world prices, particularly in the high inflation rate relative to competitors, and the high inflation rate in the EEC. The balance of trade has been affected by two major factors, the rise in world prices, particularly in the high inflation rate relative to competitors, and the high inflation rate in the EEC.

Undoubtedly inflation has also cost Britain a loss of investment; neither British companies nor international companies will prefer to invest in a country which has, as we have at present, a 25 per cent inflation rate, when the same markets can be served from countries where rates of inflation are as much as 20 per cent below ours. All investment is encouraged by stability and discouraged by inflation. If we persist in running our affairs in this disgracefully incompetent way we shall suffer very severe consequences out of Europe or in, but our we shall suffer without friends and without much help.

E TRIBUNES OF LEBANON

ese politics are rather those of the late Roman Empire. There is the same mix of street warfare and election—the two activities often barely distinguishable. There is a similar distribution of power in different offices, enablers and interest to coexist without any of becoming strong enough to overrule the others. There is the same shifting alliances, the same cheerful cooperation between lawyer-politicians and politician-politicians of the Milnerton type.

There are even Cardinal candidates from time to time, but use no far-flung imperial as at the head of which a could return and impose order. General Faud, whose election as President marked the end of the brief war in 1958, did for a time in Caesarean proportions in ropage and in his admirers' speciality of his enemies. But power was not founded on force. It was founded on the kill in making himself the expression of the fundamental compromise on which the new political system is based and he left that system totally unchanged.

that system, political crisis none or less normal state of affairs, and bloodshed in the streets is unhappily all too frequent. Even so, the present bloodshed has clearly worse than the norm, and system itself is perhaps in

weakens the balance of trade. It creates extra purchasing power at home and that draws in more imports; surplus demand for domestic manufacturers leads to long delays in delivery and loss of overseas sales. Inflation also causes industrial conflict and needless strikes, as in the motor industry. It also causes devaluation, with its initial effect of decreasing the money received for exports and increasing the cost of imports.

The essential step that needs to be taken is therefore to reduce our inflation rate at least to the European average. That is the one way in which—whether inside or outside the EEC—we can reduce our trade deficit and protect employment. It is true that the process of ending rapid inflation is likely to produce a phase of higher unemployment, but that is much less than the progressive increase in unemployment that unchecked inflation will cause. Those politicians who did not have the wisdom or courage to fight inflation in the past bear responsibility for the unemployment of the present; those who are so sentimental or too populist to fight inflation now bear responsibility for the unemployment of the future.

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It would be worse outside, partly because Britain would suffer a further loss of international investment if we excluded ourselves from the larger European market. Anti-European is not justified in assuming that they could negotiate free trade with the EEC on terms less onerous than membership. If they failed, Britain would be left with a home market of fifty to sixty million; the rest of the EEC would still have a home market of 200 million.

greater danger than at any time since 1958. In thinking that a military government could provide a solution to the crisis, President Frangieh clearly made a very serious mistake—a mistake perhaps comparable to that of President Chamoun when he called in the United States Marines in 1958. Both decisions can be seen with hindsight to have been wrong, because they further polarized the political situation at a time when the need was, on the contrary, to re-emphasize the community of interests between Muslim and Christian Lebanese.

The first task of the President, who by unwritten law is always a Christian, must be to win the confidence of the Muslims. He cannot do this by appointing a military government headed by a weak and elderly Muslim general. For everyone in Lebanon knows that politically the Army is the President's own Christian preserve. In this case the appointment of the military government was at once hailed as a victory by the right-wing Christians "phalangists", and was widely (though perhaps wrongly) interpreted as the prelude to an attempt to do to the Muslims what was done to them in Jordan in 1970-71.

President Chamoun's mistake in 1958 carried within it the seeds of its own correction, for it antagonized General Chéhab and enabled him to emerge as a Christian leader whom Muslims could respect and trust. The same may be true of President Frangieh's mistake last Friday. It

broadcasting of the widest range of opinions and the free exchange of ideas as essential to the health of the arts, and hope that any future legislation will ensure that this remains possible. Yours, etc. OLEG KERNENSKY, President, DILYS POWELL, Vice-President, MATTHEW NORGATE, Hon. General Secretary, DOUGLAS BLAKE, Hon. Treasurer, JOHN BARBER, Drama Section, JOHN WILLIAMS, Film Section, STANLEY SADIE, Music Section, The Critics Circle, 44 Port Street, SW1, May 26.

Higher education demand

From Mr. Graham Stodd. Sir, It was a fortunate coincidence that you should print a letter from Mr. Roger Adecock, Principal of St. Mathias College, Bristol, on the same day (May 15) as you printed a letter from Mr. Jonathan Sumption concerning entry into the professions. Mr. Sumption clearly showed how the professions are raising the standards of entry, although he failed to appreciate the reasons for this necessity.

Britain would lose any prospect of the development of new plants to serve the European market; international companies would build inside the EEC, even British companies would be forced to increase investment inside the EEC if they were to remain competitive. Isolationism would make Britain what Mr. Benn fears, increasingly an industrial waste land.

The ordinary voter may be confused by Mr. Benn's argument that Europe costs us jobs, an argument which could only be valid if one blamed our balance of trade deficit on membership of the EEC rather than on inflation. It is fair to take the opinion of employers, both in private and public industry. Almost unanimously employers want Britain to remain in Europe.

They do not all believe that continued membership of the EEC will add to investment in their industry, or that withdrawing from the EEC will reduce jobs, but half do believe that leaving the EEC would cost jobs and 40 per cent believe that leaving the EEC would cut investment. These men, who were polled by *The Times*, actually run British industry; they are not certain to have got it right, but they are likely to have got it right, if anyone can.

There is at present a further danger. We can see that saying no to Europe would cut investment, and thereby cost jobs; we can also see that withdrawing from Europe would not create a single job, and would put many at risk. The immediate danger to employment, and a major one, would come from the belief that Britain was taking a permanently non-competitive course, was choosing the false security of protection and had withdrawn from the world economy. In these circumstances foreign lenders not one of whom would expect to go on lending. Yet this Government are the biggest borrowers in British history. A "No" vote could well produce a crisis for sterling, a panic; it could therefore produce a sharp fall in employment more or less immediately. This is the further risk that Mr. Benn is taking. With Europe, as with inflation, it is Mr. Benn's recklessness, or lack of understanding, which threatens the jobs he claims to protect.

provoked the opposition of many moderate Christians as well as that of all politically organized Muslims. Its most prominent Christian opponent, Mr. Raymond Eddé, may well have strengthened his chances of becoming president next year. (The President must be elected by a majority in Parliament and thus needs Muslim votes just as much as Christian ones.) But the next presidential election is unfortunately more than a year away—unless President Frangieh resigns, which in present circumstances would probably be taken as a sign that the system had finally collapsed.

The immediate need is for a government which can restore order. It must be headed by a Muslim, but it must also be able to impose its will on the phalangists without antagonizing the Christian community as a whole. Ironically, to do this must be elected by a majority in Parliament and thus needs Muslim votes just as much as Christian ones.) But the next presidential election is unfortunately more than a year away—unless President Frangieh resigns, which in present circumstances would probably be taken as a sign that the system had finally collapsed.

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The recent White Paper, "Education: A Framework for Expansion" clearly identified the growing trend for more pupils to stay on into the sixth form and into full-time higher education. As a result of this process many professions including teaching have raised their entry standards, in order to continue to attract new entrants of similar character to their traditional entrants.

The White Paper was concerned with creating a framework of higher education institutions, capable of meeting this demand in the future. Mr. Adecock's letter raises the problems faced by the Church colleges in finding a role in the new framework. His letter fails to recognize, however, that it is the very uncertainty about the nature of this higher education demand that the White Paper was concerned with meeting. It is likely that the Church colleges in the future will have to be much more broad-based in their curricula, and in many cases, much more closely tied-in to the regional provision for higher education. Yours faithfully, GRAHAM STODD, Bishop of Oxford College, Chichester, Sussex.

The symbolism of spiritual warfare

From the Rev. Kenneth Leech

Sir, The belief in "a world in which Christ and the host of heaven war against Satan and his angels, the conflict being fiercest in the human soul", is, according to the Reverend Don Cupitt (May 21), "medieval and pre-scientific". As a medieval, pre-scientific Christian, may I say that this is precisely what I do believe, and it is increasingly clear to me that much of what we have regarded as scientific progress in fact represents a narrowing of the horizons of understanding.

To believe in the reality of spiritual warfare as above expressed is not to offer an alternative explanation of phenomena to the (varying) scientific ones, but a symbolic and sacramental approach to reality which can go deeper than the scientific categories can. It is significant that the word *symbol* in origin is the opposite to *derail*: symbolic means to draw together, diabolic to tear apart. Is it without significance that our age when, as Jung showed many years ago, is starved of symbols, should now be witnessing the resurgence of the occult?

Part of the present problem with Christian responses to the occult explosion lies in the fact that, because of the loss of the right to expect and the power to insist that we provide more of the shield ourselves. It would be shortsighted folly to assume that the right and the power will never be exercised. Of course we must continue to support and depend on Nato, but does anyone seriously suggest that America's friendship and help will be anything but strengthened by our determination to help ourselves?

Our first responsibility must be to do all we can to make the world safe for our children and grand children. In my view our best hope of achieving this lies in our staying in the EEC where, in addition to enjoying increased economic prosperity, we can help to make Europe a powerful influence for world peace. It is a great opportunity for the British people to play a role that befits our heritage and enables us to control our destiny. It is an opportunity we must not fail to grasp.

If this view is shared, as I believe it is, by those of our leaders who have the true welfare of our country at heart, why do they not trumpet it from every platform in the land?

Yours faithfully, C. M. CAYLEY, Springfield, Worthing, Sussex, May 24.

Child battering

From Dr. John G. Rowlands

Sir, I would like to clarify a number of points made by Mr. Carter (May 21). The figures given on baby battering (about 4,600 cases a year, 700 of them fatal) which I quoted in my book "Remember Maria" were arrived at by serious and respected investigators. For instance, the Tunbridge Wells Study Group, which based its estimates on a study by Dr. M. H. Hall at the Princess Royal Maternity, "from the trials of decision-makers" have been made by us (Letters, May 21) and no assertion to this effect is contained in the official statement of the National Referral Campaign to which Mr. Jenkins referred in his speech of May 3 last, reported in *The Sunday Times* of May 4.

Under the headline "Jenkins lashes at 'truth-benders'" he is recorded as saying that the official anti-market document was irrelevant, defensive, outdated, inward looking, backward looking and was attacking it as "a fog of insouciance and inaccuracies from agriculture in our Commonwealth links from food prices to overseas trade".

We are well aware that the very nub of the problem is the deficit, which is the main part of our overall trade deficit, cannot be attributed to our EEC membership. It is with the non-EEC deficit that we are vitally concerned, and it is in this aspect that Mr. Jenkins and his colleagues are so seriously avoided. It seems that his public consideration may become lost in a current of irrelevant abuse.

The truth without any "bending" is that our non-EEC deficit on our trading with the EEC is deteriorating since entry and is still worsening. From a small surplus in 1970 to a £331m deficit in 1972, followed by deficits of £1,077m in 1973 and £1,816m in 1974. The Marketers "can and do" claim that the percentage of our exports going to the EEC (as compared with our total non-EEC trade) has increased from 29.67 in 1972 to 32.25 in 1974. But they forget, or do not wish to reveal, that the comparable figures relating to our imports are 32.26 and 37.34. An even more reliable indicator is, however, obtained by comparing our visible trade deficit with the EEC (a relation to our total visible trade) which is a shortage of £1,077m in 1973 and £1,816m in 1974.

Her work will not be helped by increasing the number of social workers (where do they come from?). By more time-consuming enquiries and by starting a class war whereby the uniformed have to be subjected to searching inquiries and loss of confidentiality, as has been suggested by the East Sussex County Council's report. Her work will be enhanced by being a specialist in child social work, who has the experience to shoulder responsibility and take considered decisions, who is trusted by the public she serves and who uses as her main instrument loving concern, which, of course, should extend to the emotionally deprived parents in the battering families: they need as much help as the children they batter.

Gnomendature

From Dr. O. R. Imper

Sir, Miss Spokes's suggestion that the City games may have emigrated to Zurich cannot be correct. Perhaps she is confusing the common or garden game (Gnomendature) with its Swiss counterpart, for the latter is certainly the only common migratory species. They can be easily identified with the naked eye, for whereas the type close of the green variety, var. *helvetica*, is less common than the black-coated and black-lined variety. Yours faithfully, O. R. IMPER, Gnomendature, Gnomendature, Oxford.

LETTERS TO THE EDITOR

Referendum issues: security for peace

From Sir Charles Caeley

Sir, The fragments of the debate on the European Economic Community which reach most of us are largely concerned with the mythology of national sovereignty in the modern world and with the quest for cheap food which can only be obtained, if at all, by the under-payment of labour at home or overseas. The vital issue of our physical security, although emphasised by Mr. Jeremy Thorpe (your columns, May 15) and occasionally by others, has little of the limelight. This anomalous and frightful men and women of my generation who in their lifetime have seen two European wars disrupt and devastate large areas of the world, bring our country to near ruin, and destroy and maim millions of lives. Why then is this issue not dominating the debate?

The fragile peace we have had in Europe for the last 30 years should not blind us to the fact that we are accustomed to peace and a world that far less than the world we inherited. We have good reason to be thankful for the Nato shield, but while we shelter behind it surely we can raise our sights a little above the price of butter. And in our gratitude to America, we should not forget that she has the right to expect and the power to insist that we provide more of the shield ourselves. It would be shortsighted folly to assume that the right and the power will never be exercised. Of course we must continue to support and depend on Nato, but does anyone seriously suggest that America's friendship and help will be anything but strengthened by our determination to help ourselves?

Our first responsibility must be to do all we can to make the world safe for our children and grand children. In my view our best hope of achieving this lies in our staying in the EEC where, in addition to enjoying increased economic prosperity, we can help to make Europe a powerful influence for world peace. It is a great opportunity for the British people to play a role that befits our heritage and enables us to control our destiny. It is an opportunity we must not fail to grasp.

If this view is shared, as I believe it is, by those of our leaders who have the true welfare of our country at heart, why do they not trumpet it from every platform in the land?

Yours faithfully, C. M. CAYLEY, Springfield, Worthing, Sussex, May 24.

From Lord Bruce of Donington

Sir, It would, as Mr. Roy Jenkins says (Letters, May 25), be bending the truth out of recognition to "blame our serious overall trade deficit on our membership of the European Community" (his words). No such suggestion has been made by us (Letters, May 21) and no assertion to this effect is contained in the official statement of the National Referral Campaign to which Mr. Jenkins referred in his speech of May 3 last, reported in *The Sunday Times* of May 4.

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Her work will not be helped by increasing the number of social workers (where do they come from?). By more time-consuming enquiries and by starting a class war whereby the uniformed have to be subjected to searching inquiries and loss of confidentiality, as has been suggested by the East Sussex County Council's report. Her work will be enhanced by being a specialist in child social work, who has the experience to shoulder responsibility and take considered decisions, who is trusted by the public she serves and who uses as her main instrument loving concern, which, of course, should extend to the emotionally deprived parents in the battering families: they need as much help as the children they batter.

Creating a new constitution

From Mr. Raymond Blackburn

Sir, None of those who contributed to your columns on the subject of a new, unwritten constitution were on record as opposing our entry into the Common Market by a treaty enacted in our law by a bare majority in Parliament. Yet this would have been impossible under any such constitution. It is hardly surprising, therefore, that they fail to appreciate that the real authority which such a constitution requires can be acquired only if the people themselves recognise it as a safe guard of their liberties.

The obvious way of achieving this is to involve the people in the creation of the constitution by means of a referendum. Moreover, the constitution should require a referendum before any fundamental change is effected which limits the freedom of the individual.

It is not odd that a century has elapsed since Disraeli said: "We must educate our masters" yet this successful "masters" a direct say in fundamental issues affecting their rights and freedom?

Yours faithfully, RAYMOND BLACKBURN, 50 Homefield Road, Chiswick, W4, May 25.

From Mr. David Stirling

Sir, The Better Britain Society has been campaigning since last year for a new constitutional settlement. A précis of our proposal is as follows: "The enactment by Parliament of a Constitutional Settlement, settling the Settlement of 1689, embodying:

(a) A Bill of Rights together with a Preamble setting out the fundamental precepts (the philosophy, and entrenched clauses (the law) of the Constitution, which, after enactment, will only be alterable by a three-quarter majority in Parliament.

(b) Provision for the substantial devolution of legislative, administrative and budgetary powers to the Scottish, Welsh and English Assemblies, while preserving the overall economic and financial control of the United Kingdom and the overall sovereignty, subject to the Supreme Court, of the House of Commons.

(c) An oath of allegiance to the Crown and the Constitution by Members of both Houses of Parliament and of the Regional Assemblies.

(d) The degree of common law and statutory law codification required to make our system of law fully effective and responsive to its present obligations within the United Kingdom and to conform with our national legal obligations to EEC and UNO.

(e) The establishing of a Supreme Court (in the land) to protect and interpret the new constitutional settlement and the Bill of Rights. Our society was much encouraged by Sir Leslie Scarman's famous lectures, which set out basically the same ideas as we held, and by Lord Hailsham's recent essays in *The Times*. There is, however, one important aspect of the Bill of Rights which has been ignored in both and by the recent correspondents in your columns. Insufficient distinction has been made between the Bill's preamble and precepts on the one hand, and the entrenched clauses on the other. The society believes that the former should set out those fundamental principles, traditions and disciplines within the framework of which the individual can live in happiness and prosperity, while the entrenched clauses set out, in legal terms, the agreed contemporary interpretation of these precepts.

From time to time, owing to the ever changing strains and stresses to which mankind will always be subjected, entrenched clauses may require fresh interpretation or even modification: such change, however, must only be approved by the Supreme Court if they are consistent with the fundamental principles laid down in the preamble. By this means the Constitution will be provided with the necessary degree of flexibility to ensure its permanence.

The preamble and precepts have a further importance—they must be drawn up in such a way as to have the widest possible appeal and the special character of our history and our future, and they must succeed therefore, in being emotionally valid and, thereby, give us a proper basis for the renewing of our patriotism. Yours faithfully, FRANK R. ROBERTS, President, British Atlantic Committee, Benjamin Franklin House, 36 Craven Street, WC2, May 27.

Coordinating social policy

From Mr. Martin Wright

Sir, The Joint Agreement to Social Policy (*The Times*, May 24) seems a potentially valuable means of improving coordination between departments at national level. It is important also to consider how the local decision-making and hence expenditure.

If for example a social services department finds a 14-year-old difficult to handle while he or she is waiting for a court appearance, or even if a child is not all that difficult but there is a shortage of places, a social worker can apply for, and usually get, a "certificate of urgency". This means that the child goes into a remand centre or prison, and is not merely out of the social worker's way but is now a charge on central (Prison Department) funds.

If the SSD still had to pay 100,000 child per week currently, social workers would have to justify such transfers more carefully. The SSD would have an incentive to set up more appropriate alternative facilities of its own because their cost would be offset, at least partly, by reduced outgoings. Better still, if it introduced preventive projects such as a quarter of the institutional cost per head, then if these projects kept at least a quarter of the children out of institutions, they would pay for themselves. Similarly with probation, which

Chinese humour

From Dr. David Hawkes

Sir, The first joke I ever heard told by a Chinese was a wartime one. Question: What do the Japanese machine-guns say? Answer: "Pa-bu-bu, pa-bu-bu, pa-bu-bu." ("Are you afraid?") Question: And what do the Chinese machine-guns say? Answer: "Pa, pa, pa, pa, pa, pa." ("I'm frightened, I'm frightened.") I do not know whether Mr. Bonavia's article, May 17, would regard this as a self-deprecating joke or whether Mr. Bentley (May 22) would regard me as a barbarian for having laughed at it.

Yours faithfully, DAVID HAWKES, All Souls College, Oxford, May 22.

Pheasant in Chelsea

From Mr. B. A. Young

Sir, The pheasant in the Pheasant Garden, like all Chelsea pheasants, came from the Pheasantry in the King's Road. Your obedient servant, B. A. YOUNG, Flat 3, 28 Elm Park Gardens, Chelsea, SW10, May 24.

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BY THE FINANCIAL EDITOR

Shareholder power at Burmah Oil

At the moment, as if

ted shareholders of

is just what the

At over £1 per share,

dent

is still keeping us in

er, one is reduced to

HAIR

er, one is reduced to

20 per cent discount to the

House of Fraser

Going for the high margin

A 30 per cent sales rise from

For the rest of the year,

First quarter: 1975/76 (1974/75)

C. E. Heath

Inflation is a mixed blessing

income is also good seeing that

Equally important is the rise

Final: 1974/75 (1973/74)

Teacher

Financing duty payments

Teacher (Distributors) shares fell

Of the £10.8m, some £710,000

Overseas, United States activi-

Final: 1974-75 (1973-74)

Final: 1974-75 (1973-74)

Last week the chickens came

But what is beyond argument

And not just in motorways.

To anyone who has watched

For contractors locked into

Important developments are

One obstacle to making its

According to 1973 figures,

Most of the cooperatives

The smaller Associazione

Each movement is overhau-

Prime Minister's office to press

Airbus post

Bernard Lathiere, the young

He joined Fokker, a partner

Krook came to the industry

He is a kind of watchdog over

Seven months might seem a

His appointment might have

which has become its way of

Nor can the industry comfort

In each sector the equation

Take roads. Even before the

But if the demand for roads

For contractors locked into

disastrous.

commission on socio-economic

Signor Enzo Badioli, 54-year-

Head of the "greens" is Sig-

He hopes the organization

Each movement is overhau-

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Even the one-year period of

Roads are only part of a

As if the present were not

Other experts have told the

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As if the present were not

Other experts have told the

tively buoyant public sector

But no builder with any sense

If the slump does go on very

Other experts have told the

As if the present were not

Other experts have told the

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Italian cooperatives looking for unity and power

Important developments are

One obstacle to making its

According to 1973 figures,

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Each movement is overhau-

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DUPONT GROUP

An industrial holding company with interests in Steel, Foundries, Engineering, Bads, Furniture, Kitchen Furniture and Curtain Rail Systems

Salient points from the Report and Statement by the Chairman, Mr. Eric C. Sayers, for the year ended 31st January 1975.

- Profits before taxation were £10,000,000 compared with £7,486,000 for 1973/74. Earnings per share increased to 12.21p (fully diluted) from 9.91p in 1973/74.
- Steel Division. Profits comfortably exceeded the record figures achieved in the previous year.
- Engineering Division. Production was disrupted as a result of the miners' strike and demand for components for passenger cars fell away as the year progressed. However there was a firm demand for castings and steering gears for commercial vehicles and tractors and further progress was made overseas.
- Domestic Products Division. The decline in consumer demand in the first half of the year was reflected in a sharp reduction in orders from the retail trade but demand improved in early Autumn.
- Sales to Common Market countries totalled £3.4 million and this represents an increase of 83% in sales to this area over the two years since the United Kingdom joined the European Economic Community.
- Investment in new projects, amounting to some £25 million over the next five years, is designed to carry the Group through to new levels of profitability as the various plans mature.
- Outlook. The recession in demand in U.K. markets and overseas is now affecting to a varying degree all parts of the Group with little indication of its ultimate extent or duration. The worldwide downturn in trade has created a substantial surplus of steel and the Group's facilities have been materially affected. Significant reductions in customer requirements for the products of our Engineering Division have, to an extent, been cushioned by the market for Agricultural Tractors which remains strong. Demand for consumer products from the Domestic Products Division is presently maintained at reasonable levels. It seems that the present recessionary conditions are likely to continue at least to the end of this year and, whilst vigorous steps are being taken to minimise the effects, a significant reduction of earnings against last year's record levels is inevitable. However, trading results so far support the view that the diversity of the Group's interests represents a considerable source of strength in these difficult circumstances and present indications are that the current rate of dividend on the capital as increased by the proposed rights issue will be amply covered.

Summary of figures	1975	1974
Turnover	£900	£900
Profit before taxation	137,043	103,885
Taxation	10,000	7,486
Ordinary Dividends (amount per share gross)	5,478	3,861
Number of Employees	5,12p	4,55p
	14,453	14,305

Principal Group Companies

DUPORT LTD.

DUPORT HOUSE, EDGBASTON, BIRMINGHAM, B16 8JU

Steel Division
Dunlop Steel Works Limited
London Works Steel Company Limited
Plattner Bright Steels Limited
Engineering Division
Dunlop Foundries Limited
John Hopper & Company Limited
Baglan Foundry and Engineering Company Limited
Burman and Sons Limited
Ewarts Limited
Intalco Limited
Bridgton Industries Limited

Domestic Products Division
Stumbarston Limited
Vona Limited
Vi-Spring Limited
Swish Products Limited
Greenwood Products Limited
Stumbarston (Australia) Pty Limited
General Division
Purvis Limited
Creative Developments Limited
James Arthur & Company Limited
Stumbarston (Developments) Limited
Telephoto Limited
Growth Limited

Copies of the Report and Accounts may be obtained from the Secretary.

Business Diary: Tax heaven

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Jailbroke

West Germany's economic slow-

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FINANCIAL NEWS AND MARKET REPORTS

William Mallinson picking up after battering last year

By Terry Byland

Last year's trading experience at William Mallinson & Denny Mott, the timber and wood products merchant, already battered by substantial stock write-offs and climbing interest charges, suffered in the second half from poor business conditions in Australia, Europe and the United Kingdom as well.

The dividend goes up by the maximum to make a total of 1.726p for 1974, and is still covered three times. But trading profits fell by nearly one quarter to £7.3m, after a stock provision of £4.1m, of which £1m was for the second half.

Before tax, profits slumped by more than half to £3,693,000, reflecting a huge rise (11 times) in interest charges to £3,618,000.

But not all is gloom. Trading profits this year are running at the level of last year's second half and these would have been about £3m for the stock provision. Director, Mr R. Macpherson said yesterday that any stock provision this year is "most unlikely". Further good news for shareholders was his opinion that the interest charges could be down to about £1m in the current year.

A return to the record profit levels of 1973 is no doubt out of the question in the difficult year ahead. But Mr Macpherson commented yesterday that the group was one of the few who could expect to do "better in 1975 than in 1974".

Mallinson was riding high when the United Kingdom economy began to run into trouble last year. The previous three trading years had brought successive profit records, and the signing in 1974 of a long term contract for softwood from Russia was described as a "most decisive" advance. Unfortunately, Mallinson increased borrowings at the same time—a problem now tackled through the group's favourable cash flow.

Great Boulder goes ahead as Western Mining says talks are on for a bid

By Andrew Wilson

The shares of the Western Australian nickel producer, Great Boulder Mines, soared 25p to 74p yesterday after the disclosure by the company's largest nickel producer, Western Mining Corporation, that it is having talks which could lead to a bid for the outstanding 56 per cent of the equity. WMC's stake in Great Boulder was acquired in 1970 on a share exchange basis to develop the close links formed earlier that year. These were essentially an agreement to buy all the nickel concentrate produced from the Scotia Mine until June 1976 and to purchase supplies from its Carr Boyd Rocks Mine for three years beginning September 1973.

At that time, Scotia and Carr Boyd were joint ventures with North Kalgoorlie Mines, and represented Great Boulder's major assets. But last October a dispute broke out with North Kalgoorlie about its contribution to operating cost. This was settled in March with Great Boulder agreeing to pay North Kalgoorlie \$4350,000 but taking over North Kalgoorlie's 49 per cent holdings in the two mines.

In the 28 weeks to end December, Great Boulder saw net profits in the comparable period of \$472,000 reversed into losses of \$425,000.

Stock markets Shares listless but tone firm

With the Common Market referendum now very close and a degree of post holiday lethargy London stock markets started the week quietly yesterday. Such as they were, most price movements were narrowly mixed and at the close there was little general change from last Friday's levels.

Among the leaders, Fisons, responding to favourable comment, was the star performer and closed 5p up to 377p while going the other way was Reed International where reconsideration of last week's results left shares 11p off at 264p. Afters, however, showed the FT Index remained less than a point up for most of the day. But late in the day it lost some ground closing 1.7 down at 353.3.

ICI (284p), Glaxo (415p), and EMI (198p) were all a shade firmer while Unilever (396p) and Becton (302p) gave up a couple of pence.

There was a similar picture on the handling pitch although an exception was Brown Shipley where better profits boosted the shares 5p to 178p. There was no firm trend in insurance shares but a good result brought a rise in the shares of the 2p firm at 230p. The property pitch was dull with MEPC (156p) affected by adverse comment and losing 5p, and Land Securities moving in sympathy and dropping by the same amount to 201p. Great Portland closed 2p to 235p. News that Mothercare was to open school children's clothing chain the shares an initial firmness but this was eroded before the close and the issue was unchanged at 178p. Elsewhere in stores Marks & Spencer and Debenhams gave up 1p and 2p respectively but John Menzies encouraged by its chairman's report firmed 1p to 129p. Boots, at 265p, were easier.

Oils were reasonably firm but closed below their best. Shell were off a point at 333p although BP with results due rose 9p to 432p. Typical losses in mining were 75p by President Steyn and 50p by Free State Geduld. But Great Boulder shot up 25p to 74p on the news of merger talks with Western Mining.

In a quiet market much of the interest centred on companies reporting results. Among these Gommie's lower return eased the shares 3p to 70p. Teacher Distillers were 15p off at 170p. Transparent Paper eased 3p to 51p in spite of an improvement and Moss Bros slumped 5p to 25p. In this last case, sharply higher expenses cut profits by around 40 per cent and the total dividend is well down. At House of Fraser much as expected profits left the shares unchanged at 89p and William Mallinson & Denny Mott were half a penny lower at 29p.

Elsewhere, Marley, with results today, showed some firmness but closed unchanged. Tarmac was a better marker and ended 4p to the good at 141p. Here the encouragement was an optimistic annual review.

Bid hopes moved Dawson & Barrios ahead 42p and small speculators buying pushed up Coplan Profile to 56p. Also helped by a chairman's review was Hawker Siddeley (284p).

Edinburgh & General Investments, whose shares were suspended in March of last year, at 5p, came back to the market yesterday and closed at 5p. Weekend press comment had ended Unigate, Barrow Hepburn and Tex Abrasives.

After hours trading was at a minimum and where changed prices gave up a penny or two, insurance and merchant banks followed this trend as did oils.

although BP went still Tomkinson Holdings 41p to 57p with the property sale by a subsidiary. Equity turnover on 1 was £77.7m (19,632 bu Active stocks yesterday in to Exchange Telegraph ICI, Sun Alliance, TCI, GEC, British A Tobacco, Boots, Becton, Pearson, Ferris, Reed national, Fisons, Farm Dawson & Barrios. Glaxo were firm, with support throughout. Baring was not substantial trading was moderate. "Shorts" opened 1-1 higher. Gains on the common of 1 or 1 the long-shorts and low "Longs". "Longs" smaller rises, generally 1-point. Dealers said the trend to be selective. The coupon rate on "yearling" issue was cent. A two-year issue a coupon of 12 1/2 per cent. Shares in Ultrama have been falling sharply last week. Annual dividend readier at 196 are strong rumours market that Ultrama, an oil refinery in the States, and avoid curl imports. Market analysts are in whether Selection make a rights issue. W ably two major projects—the Agnew development in Australia, Brazilian base metal Canada—substantial is needed.

NOTICE OF REDEMPTION

To the Holders of

Continental Oil International Finance Corporation

9 1/2% Guaranteed Debentures Due 1985 Issued under Indenture dated as of July 1, 1970

NOTICE IS HEREBY GIVEN that pursuant to the provisions of the above-mentioned Indenture, \$1,250,000 principal amount of the above described Debentures have been selected for redemption on July 1, 1975, through operation of the Sinking Fund, at the principal amount thereof, together with accrued interest to said date, as follows:

DEBENTURES OF \$1,000 EACH

Debenture No.	Holder's Name	Serial No.	Amount
1-100	Continental Oil International Finance Corporation	1-100	\$1,000
101-200	Continental Oil International Finance Corporation	101-200	\$1,000
201-300	Continental Oil International Finance Corporation	201-300	\$1,000
301-400	Continental Oil International Finance Corporation	301-400	\$1,000
401-500	Continental Oil International Finance Corporation	401-500	\$1,000
501-600	Continental Oil International Finance Corporation	501-600	\$1,000
601-700	Continental Oil International Finance Corporation	601-700	\$1,000
701-800	Continental Oil International Finance Corporation	701-800	\$1,000
801-900	Continental Oil International Finance Corporation	801-900	\$1,000
901-1000	Continental Oil International Finance Corporation	901-1000	\$1,000

CONTINENTAL OIL INTERNATIONAL FINANCE CORPORATION

Dated: May 28, 1975

NOTICE

The following Debentures previously called for redemption have not yet been presented for payment:

1-100	Continental Oil International Finance Corporation	1-100	\$1,000
101-200	Continental Oil International Finance Corporation	101-200	\$1,000
201-300	Continental Oil International Finance Corporation	201-300	\$1,000
301-400	Continental Oil International Finance Corporation	301-400	\$1,000
401-500	Continental Oil International Finance Corporation	401-500	\$1,000
501-600	Continental Oil International Finance Corporation	501-600	\$1,000
601-700	Continental Oil International Finance Corporation	601-700	\$1,000
701-800	Continental Oil International Finance Corporation	701-800	\$1,000
801-900	Continental Oil International Finance Corporation	801-900	\$1,000
901-1000	Continental Oil International Finance Corporation	901-1000	\$1,000

THE INDUSTRIAL AND GENERAL TRUST LIMITED

CHAIRMAN: A. G. TOUCHE

Extracts from Report and Accounts for Year to 31st March, 1975

Year to 31st March	Gross Income	Ordinary Dividend per Share	Total Assets less Current Liabilities	Net Asset Value per Share	Ordinary Share Price Index	Net Asset Value Index	Ordinary Dividend Index	U.K. Retail Price Index
1966	3,970,140	1.29	68,479,666	29	108	104	115	104
1967	3,621,693	1.29	116,936,507	50	167	179	115	118
1974	5,001,831	*1.61	113,907,190	43	117	154	144	179
1975	6,591,166	*1.73	112,145,456	43	131	154	154	217

* Approximate after imputation tax credit.

The referendum on the European Community will have a major effect on the long-term health of the economy. If the verdict is 'no', companies, whether British or foreign, will be less eager to modernise or expand their plants in the U.K. and the possibility of the major trading areas one day raising tariff barriers against one another is daunting.

Withdrawal from the European Community would be an economic, political and psychological disaster.

Copies of the Report and Accounts can be obtained from the Joint Secretaries, Winchester House, 77 London Wall, London EC2N 1BH

Second half dip for Transparent after good start

First half profits of Transparent Paper, the makers and converters of transparent cellulose wrappings, more than doubled from £303,000 to £757,000, but the full year's results to March 29 were disappointing. There was a second half downturn of 371 per cent to £445,000. Even so, the full year's profit has gone up to a fresh peak of £1.2m, showing a gain of nearly 19 per cent on 1973-74. Earnings a share rose from 9.53p to 10.53p and the dividend rises from 5p to 5.54p with a final payment in Great Britain.

In 1973-74 the results reflected a strong worldwide demand for high quality cellulose film and a bigger demand from companies which themselves prior and convert for the packaging industry. Last year started with strong order books, but the overall results were slowed down by cutbacks in consumer spending.

Gomme plummet but payout held and outlook good

The figures in the interim report for the half year to last January from Gomme Holdings, makers of G plan furniture are grim. A sharp fall in demand due to such conditions by retailers, and an "unexpectedly severe drop" in output following the introduction of a new product range seems to have been to blame.

The trading profit went down by 12 per cent to £325,000 with a final payment in Great Britain. Interest charges more than trebled to £101,000, so pre-tax profits were 72.6 per cent lower at £224,000. But the half time dividend was held at 5.54p.

Happily, the outlook for the full year is quite good. Reduced deliveries continued to hold the group back until three months into the second half, but profitability has now been recovered. The new range of furniture has been successful and a self-imposed limit of six months has been placed on the order book.

Sears chairman's stress on property and cash

In his annual review of Sears Holdings, Sir Charles Clore, the chairman, stressed the substantial property interests and cash resources of the group which, he said, have stood Sears in good stead during the past difficult year.

Book value of the properties now stands at £3.8m higher at £26.2m, reflecting in part the acquisition of Galford Estates in January this year. Cash balances are now over £23m. Sir Charles says that while Government has given some relief to the industry's cash flow problems, it is still essential for resources to be conserved to maintain adequate working capital and to provide for the

capital investment which "is much needed in the United Kingdom at the present time".

Sir Charles is unwilling to make a profit forecast for the coming year but comments that the Prices Code and continuing inflation are the main difficulties facing Sears now. Last year, he said, the group's operating profit was £1.2m, but this was not a true picture of the group's performance as it included a £1.2m loss on the disposal of a subsidiary.

Falling output is threatening S Besi profits

A higher price for tin concentrates more than offset the decline in output of S Besi during the year to March 31, leaving pre-tax profits up from £10.7m to £14.0m, and earnings from 16.6p to 18.9p a share. Production emanating from the No. 2 open-pit operation held up well, as hoped, but the No. 3 mine was disappointing, and activities are now reduced.

For 1975-76 and 1976-77 the board state that "overall profitability must be in doubt with lower output and greater expenditure on development."

Union Miniere to partner Gulf in zinc mines

Belgium's Union Miniere mining group has agreed to buy a 40 per cent interest in one of Gulf and Western Industries zinc mines near Elmwood, Tennessee, as well as certain other mining leases controlled by Gulf's New Jersey Zinc subsidiary. In addition, the two groups will develop three new zinc mines on these properties and build a zinc refinery. The total cost is estimated at \$190m with completion by June, 1979.

Brown Shipley shows net gain

Profit growth in both banking and non-banking operations have helped Brown Shipley to show a net profit increase for the year to the end of March from £1.18m to £1.25m.

Banking profits after tax and a transfer to inner reserve rose from £821,000 to £851,000, while the net profit of the non-banking interests, chiefly insurance broking, climbed from £359,000 to £394,000. As forecast, the dividend has gone up by the maximum possible to 10.54p.

The bank has been adopting a conservative policy in its lending practice during the past year, but even so the balance sheet is expected to show a modest increase in size.

Barrow Hepburn enters Brazil

Final approval has been granted in Brazil for the Barrow Hepburn Group to take a one-third interest in a new leather manufacturing project in Presidente Prudente, 400 km from Sao Paulo.

Total cost of the project is estimated at £2m, which will be financed mainly by local institutions. Barrow Hepburn's interest will ultimately cost £140,000 and the group will assist in overseas sales.

In addition, Barrow Hepburn is establishing a new company, Bevaloid do Brazil, to expand the exports of the United Kingdom chemical division with the aim of manufacturing in Brazil.

Mannesmann in Soviet pipe deal

From Peter Norman

Bonn

The German steel processing group, Mannesmann of Düsseldorf, is negotiating a fourth major pipe deal with the Soviet Union. The order would involve the delivery of around 12 million tonnes of wide diameter steel pipes for transporting Iranian natural gas across Soviet territory towards West Germany. A corresponding agreement covering the gas deliveries was reached in April. A deal of around one million tonnes is usually estimated as being worth about DM1,000m (£155m).

Dr Egon Overbeck, Mannesmann's chief executive, disclosed that the company will also tender for a one million tonne wide diameter pipe contract in North America. He said the tender for one third of the planned oil pipeline from Alaska is also being put out to other companies outside North America including the British Steel Corporation.

In marked contrast to the West German steel industry where production fell by 15

per cent in the first quarter, output in the steel pipe industry increased, rising in Mannesmann's case by 6 per cent. Group turnover in the quarter jumped by 29 per cent to DM3,487m. The most important factor being a 30 per cent rise in exports from the group's West German plants to DM1,721.

Mannesmann had a successful year in 1974 and has already announced its plans to pay a higher dividend of 14 per cent against 10 per cent for the year before. Group net profits (including those of the Demag engineering group) jumped to DM257m in 1974 from DM129m while those of the parent company rose to DM157m from DM101m.

Nestlé to bid \$14m cash for Libby ramp

Veray, May 27.—Nestlé Alimentaire, the Swiss food giant, said its United States subsidiary, Universal Food Specialties, intends to make a cash tender offer of \$81 a share for all outstanding common

Latest dividends

Company (and par value)	Ord div	Year ago	Pay date	Year's total
Brown Shipley (£1) Fin	5.54	3.76	7/6	6.94
Gomme Holdings (£25) Int	1.45	1.45	7/6	1.45
C. S. Bees (£20p) Fin	4.27	3.91	7/7	9.3
L. K. Ind. Inv. (£25p) Fin	0.98	0.98	—	1.96
Wm. Mallinson (£25p) Fin	1.02	0.83	30/6	1.73
Moss Bros (£20p) Fin	1.0	1.0	2/8	1.0
Teacher Distillers (£20p) Int	1.05	1.05	1/8	—
Scot Nat Tel (£25p) Int	1.05	1.05	20/6	—
Songel Seal (£20p) Int	5.00	4.00	11/7	6.0
Teacher (Dist) (£50p) Fin	6.12	5.12	9/7	8.22
Transparent Paper (£25p) Fin	5.54	5.54	—	3.7

Sharp cut in Moss Bros dividend

Soaring costs have slashed pre-tax profits of Moss Bros the civil and military tailors in the year to January 31 last. They fell 40 per cent to £72,000, a fall from the £120,000 of only two years ago. Of the higher expenses, interest charges alone rose by £86,000 having shown an increase of £69,000 at half-time.

Second half profits did rise a bit from £14,000 to £20,000 but the last quarter of 1973-74 was hit by the fuel crisis. There was no interim or final dividend of 1.54p becomes the year's total. This compares with last year's 6.06p.

while those for Elm ingham, Glasgow, B. Enfield, and W. W. has made a 2-year period of £750,000 at 12 1/2 p. par.

Highgate Optics

Highgate Optics Ltd, which predicted a slight pre-tax profit of £213,000 achieved before, in the event made a record turnover was £3.50 £32.5m. The dividend (24.7p), and earnings are 4p (5.2p).

Vavasseur's lion stake over 70 pc

The J. H. Vavasseur Group is raising its stake in Lion International from 52.2 to 70.3 per cent. The move forms part of arrangements in connection with the proposed sale by Lion of British Lion Films, details of which will be given to shareholders shortly.

Lion shares totalling 1,184,365 will be acquired from a company in which the majority shareholding is owned by Messrs M. Dealey and J. Spence, joint managing directors of B.L.F. in partnership of that company's purchase of £17.5m of Lion 51 per cent preference shares from JHVG; the balance of the price is £225,000 cash.

A further 500,000 Lion ordinary shares will be acquired from King's side investment for £450,000 in cash, and, later, 400,000 new Vavasseur shares at par.

Pentos-WBG extension after 'post delays'

Because of postal delays Pentos has extended its contested offer for Wright, Bindley & Gell for 14 days and it will now close on June 10, but Pentos stresses in no circumstances will cash offer be increased.

Pentos has received acceptance for 95,267 WBG shares which together with those acquired and previously owned in WBG, represents a total of 48.73 per cent of the total issued share capital of WBG.

No substitute for UK business say Tarmac

Although the outlook for the construction industry in many of the oil-producing countries has never been better, Mr Robin Martin, chairman of Tarmac, says there is no substitute for the group's basic United Kingdom business which can ride the downturns and rise them successfully. He visualises a greater overseas profits contribution in coming years but also the United Kingdom business prospering. A revaluation of the group's interests in land, minerals and buildings in the British Isles has been carried out and at December 31 these showed a surplus of £20m. With regard to the current year he says the first quarter shows an increase on last year and the group is currently above its budget forecasts.

Yearlings cut to 11 1/2 p

The interest rate on the yearling bonds of local authorities which two weeks ago reached 12 1/2 per cent then eased to 12 per cent, has softened to 11 1/2 per cent this week.

Among the 15 borrowers for a total of £10.5m are five firms or more. The largest is Wiltshire Council (£1.5m).

Goldberg results

Profit margin controls, rising costs and disruption of sales

1974	£
Sales	8,502,800
Profit before Tax	1,397,161
Profit after Tax	680,955
Dividends	117,150
Retentions	524,894
Earnings per Share	15.38p

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